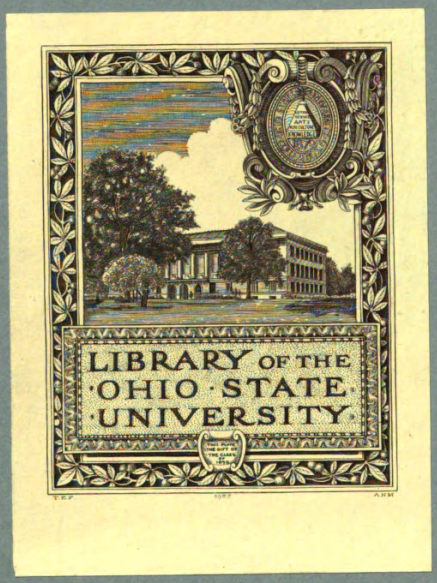

LIBRARY OF THE
OHIO STATE
UNIVERSITY

THE ILLUSTRATED LONDON NEWS
1918
April-June

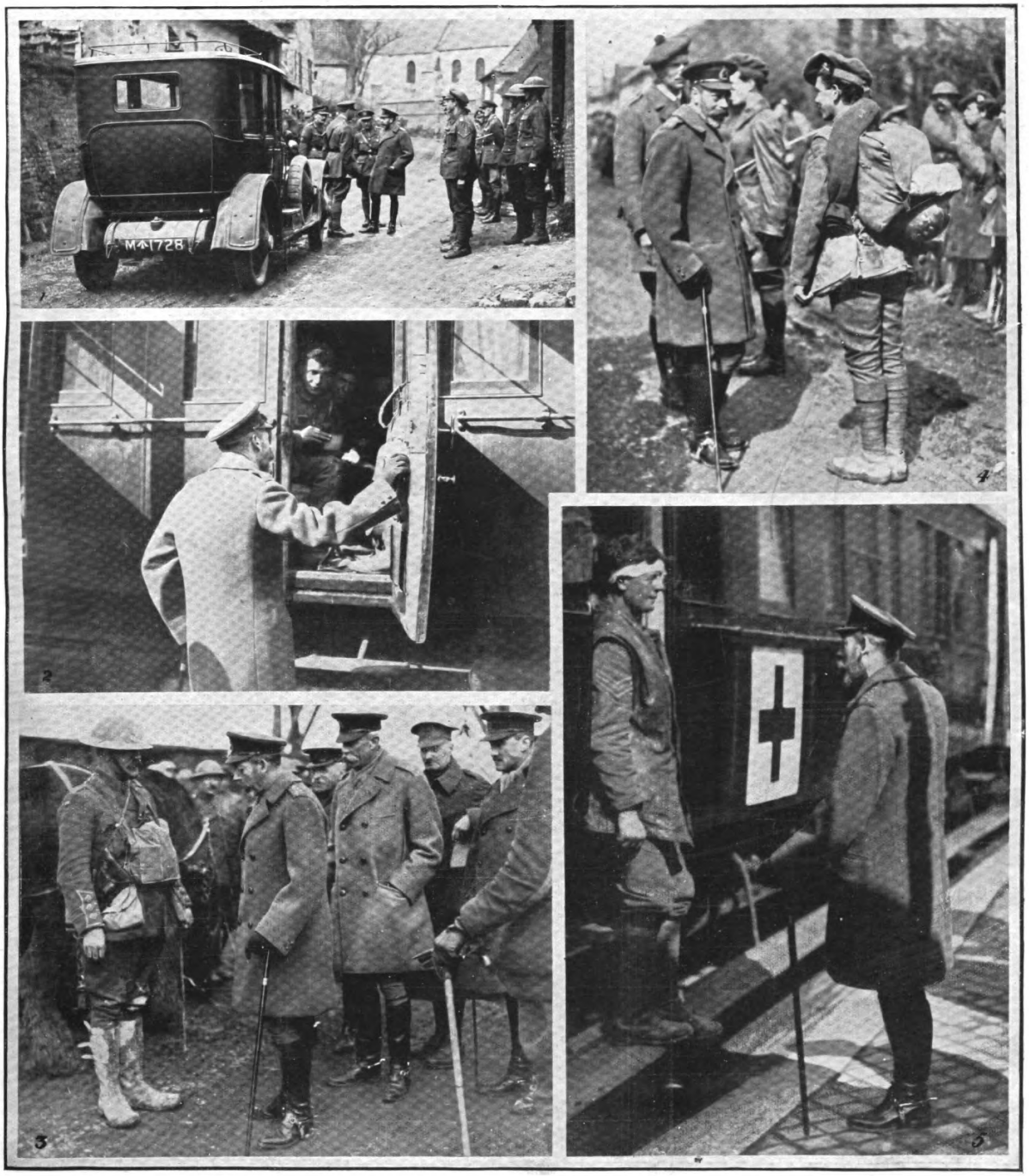
AP 1*
T:S
v 152
p 2

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4120. – VOL. CLII. SATURDAY, APRIL 6, 1918. NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



1. HIS MAJESTY INSPECTING HEROES OF THE GREAT BATTLE. 2. TALKING TO MEN WOUNDED DURING THE GERMAN OFFENSIVE. 3. TALKING TO AN OFFICER.
4. TALKING TO SCOTTISH SOLDIERS JUST OUT OF THE LINE. 5. TALKING TO A SOLDIER WOUNDED DURING THE GREAT OFFENSIVE.

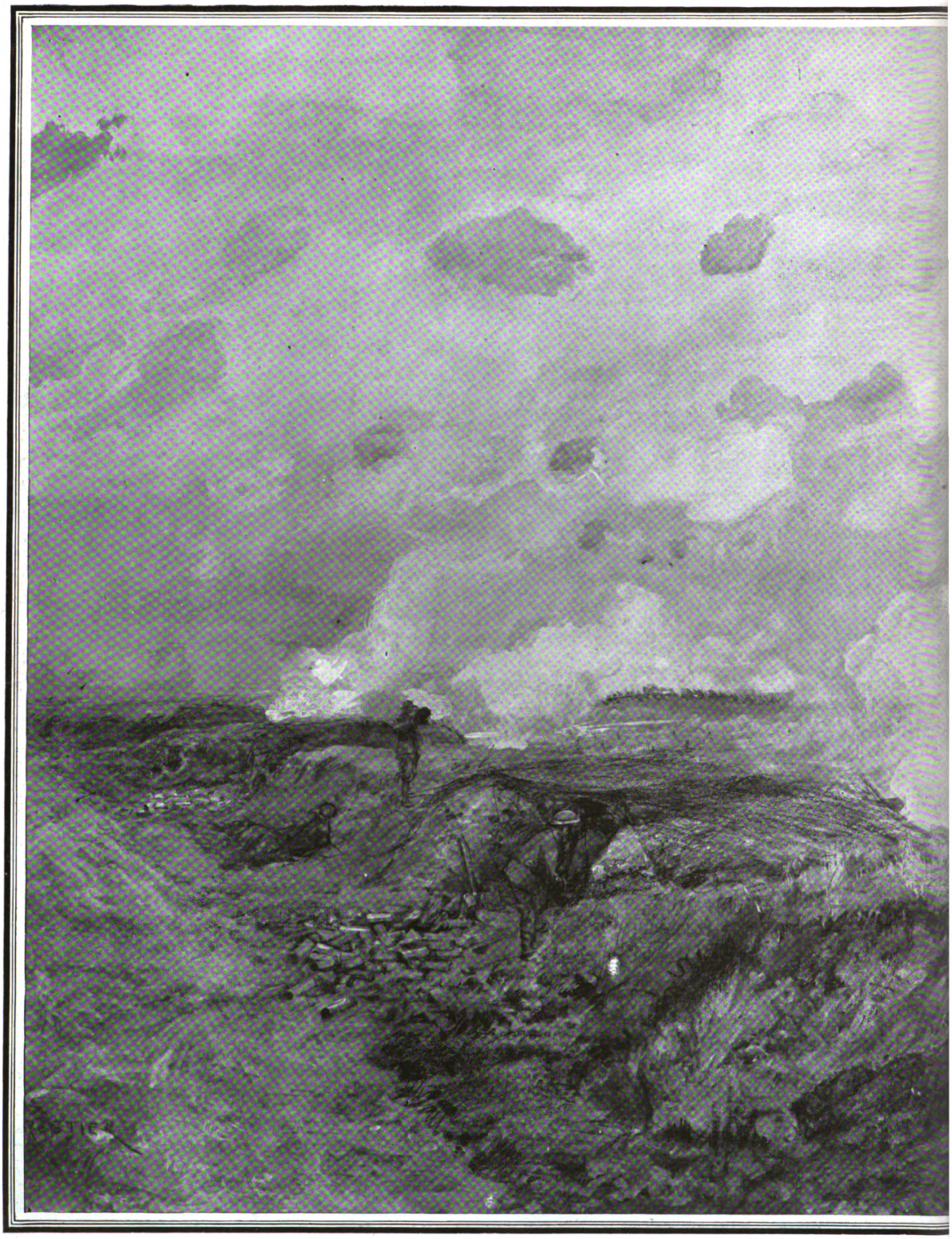
THE KING VISITING THE WESTERN FRONT DURING THE GERMAN OFFENSIVE: TALKING TO HIS SOLDIERS.

It was announced on the 1st that the King had again visited the troops at the Front. In a letter to Sir Douglas Haig, written on his return, his Majesty said: "I thus obtained personal testimony to the indomitable courage and unflinching tenacity with which my splendid troops have withstood the supreme effort of the greater part of the enemy's fighting power. I was also fortunate enough to see some units recently withdrawn from the front line, and listened with wonder as officers and men narrated the thrilling incidents of a week's stubborn fighting. . . . In a large casualty clearing station I realised what can be accomplished by good organisation. . . . The patient cheerfulness of the wounded was only equalled by the care and gentleness of those ministering to their wants . . . I feel that the whole Empire will join with me in expressing the gratitude due to you and your Army for the skilful, unswerving manner in which this formidable attack has been, and continues to be, dealt with."

OFFICIAL PHOTOGRAPHS.

THE GREAT BATTLE ON THE WESTERN FRONT: ADVANC

DRAWN BY A. FOR

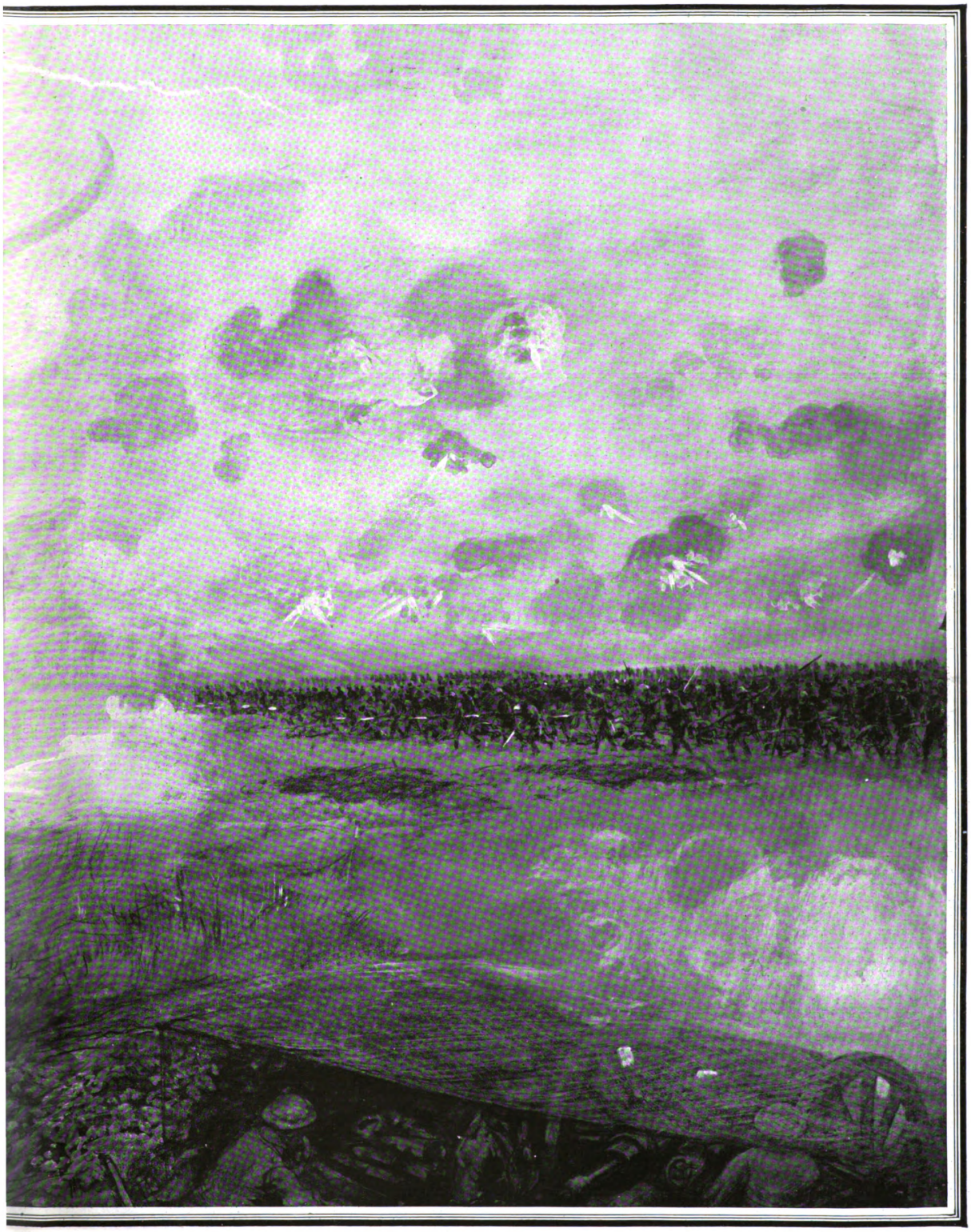


GUNNERS WITH FUSE O.—FIRING WITH OPEN SIGHTS INTO MASSES OF GER

The German Command has bought such success as it has obtained in the great offensive on the Western Front at a huge sacrifice in men, who have been sent forward in masses, the usual disregard of life, in full view of our artillery. The above illustration is typical of many such scenes during the great battle, in which the Allied troops have inflicted treme losses on the enemy. In the right background the German infantry are seen advancing in close formation, the men firing their rifles from the hip as they come forward. On th

ʀMAN HORDES MOWN DOWN BY BRITISH ARTILLERY.

L SUPPLIED BY AN EYE-WITNESS.



ANTRY: OUR GAS-MASKED GUNNERS INFLICT TERRIFIC CASUALTIES ON THE ENEMY.

battery of British guns, firing into the crowd at point-blank range with open sights (known militarily as with Fuse 0). The British gunners wore their gas-masks, as the enemy's ery were using many gas-shells. The shelling was terrific, and the ground was strewn with German dead. Every British gun that had eventually to be abandoned first had its h-block removed by our men, thus rendering it useless to the enemy.—[*Drawing Copyrighted in the United States and Canada.*]

549770

BATTLE NUMBERS, ANCIENT AND MODERN.

By CHARLES LOWE.

IT is computed that the Germans have a total of 192 divisions on the Western Front, that 96 of those units were placed over against the British line, and that no fewer than forty of them were launched against a fifty-mile sector of that line by way of introduction to the "Kaiserschlacht," or battle by which the enemy hoped to decide the war.

But, even assuming an infantry division to consist of 9000, forty of them would give 360,000, or say 400,000, bayonets, which, with other arms, would bring the figure up to about half-a-million men, or about a fourth of the two million which the Germans are known to have massed on the Western Front. As the Allies—without the Americans, who cannot by this time have much less than 500,000 men in France, though not all perfectly trained—are reckoned to be numerically equal, at least, to the enemy, it follows that there must be about 5,000,000 combatants waiting to take part in the greatest and most decisive conflict of all recorded time.

All other battle-figures are dwarfed by comparison with those stupendous numbers, even when we make allowance for the gross exaggeration which characterises the field-states of most ancient and mediæval fights. Perhaps the "tallest" of those battle-rolls is that given us by Herodotus, the "Father of History"—and of something else besides—who naïvely asks us to believe that the Persian army which Xerxes led across the Dardanelles by his bridge of boats, at the point almost where the *Goeben* grounded the other day—consisted of no less than 2,641,610 fighting men—mark the meticulous nature of this figure!—and that it took them seven days and nights to pass over the pontoon, which was extremely good marching.

Roman battle figures are far more trustworthy than those of "Græcia mendax," and Cæsar, in particular, may always be trusted—Cæsar, who, in the course of his wars, must have been the means of sending to their last account some two millions of his fellow men. In his battle alone with the Nervii, near Namur, he slew over 60,000, and the Roman casualty lists never included any "wounded"—the short sword, most deadly of all "weapons of precision," taking care of that. Previously at Cannæ, as Livy tells us, the Carthaginians of Hannibal stretched dead upon the plain from 40,000 to 50,000 Romans. The victor sent three bushels of gold rings as a present to the Carthaginian ladies which he had stripped from the fingers of the Roman knights slain in this fearful battle.

The figures as to ancient and mediæval battles are not always to be trusted, but there can be no doubt that those battles were far bloodier than modern ones, dating, say, from the days of Marlborough, when war-statistics became fairly reliable. Slaughter-lists, in fact, began to grow shorter with the lengthening of the range of fire, a proof that cold steel at close quarters, or even a flintlock at any range under 100 yards, was a far more terrible arm of precision than a repeating rifle at 1000 yards, where it proverbially costs a marksman his own weight in lead to kill an enemy. At Blenheim the total force engaged amounted to 108,000, of whom 52,000, or nearly a half, were put out of action.

But when we come to the nineteenth century the battle numbers are almost doubled—Marengo, for example, with close on 69,000 combatants; Austerlitz, with 170,000; Jena, with 200,000; Eylau and Friedland, each with about 150,000; Borodino, with 250,000; and last of all, in the Napoleonic wars, Leipzig, the "Völkerschlacht," or "Battle of the Nations," with 480,000—or say 450,000—which was only approached, but not surpassed, more than half a century later at Königgrätz (or Sadowa), when the combatants on both sides totalled some 435,000 to 440,000.

Waterloo, our biggest battle, ran to about 186,000 all told, including the Prussians, and then, too, only about a third of Wellington's army of 67,000 were British. At Inkerman, our next best "soldiers' battle," some 7500 British and 8000 French were opposed to 70,000 Russians. Solferino brought into action about 299,000; while Gettysburg, one of the bloodiest battles of the Civil War in America, totalled only some 163,000.

Gravelotte, numerically, was the biggest battle of 1870, with 350,000; while Sedan followed with 240,000 combatants; and Mukden, in Manchuria, was to top the record, thirty-four years later, with 620,000, after the Shaho had previously seen a grapple of some 480,000. And now more than eight times the number of Mukden are engaged in a "murder grim and great" in France and Flanders.

THE PICTURE OF A DEMOCRATIC ARMY.

By E. B. OSBORN.

WAR changes, but the fighting man is unchanged. He is still what he was in Xenophon's "Anabasis," which seems to me the best tale of military adventure that ever was written. Xenophon's style is as bald and prosaic as that of an official communiqué from one of our many fronts. But this simplicity of diction, after all, is common to all the best chronicles of soldiering written by soldiers. You get it in Cæsar's history of the conquest of Gaul, in Froissart's great gallery of mediæval characters and episodes, in Lord Ernest Hamilton's wonderful story of the tragical devotion of our Old Army. Xenophon's soldierly dislike for rhetoric and the habit of introspection really veil a profundity of knowledge of himself and other men which puts him among the deceptive spirits to which Wordsworth refers when he speaks of—

> The depth of human souls,
> Souls that appear to have no depth at all
> To careless eyes.

His tale of the Retreat of the Ten Thousand after the Battle of Cunaxa (which would have been a world-shaking victory for them all, if Cyrus had not fallen) is a moving narrative of war's vicissitudes, thronged with living, breathing characters, both Greek and barbarian. It is also a portrait of the man himself, shrewd, humorous, observant, indefatigable, able to get on well with all sorts of people, and use all changes and chances to further his purpose—as fine a type, in fact, of the Hellenic variant of Dugald Dalgetty as one could wish to meet in a book. The Greek soldier of fortune is always turning up in unexpected places in the history of the ancient world. He goes to Egypt and carves his name on the legs of huge, sculptured deities; he serves under Nebuchadnezzar. He was the prototype of all the military adventurers—of the "wild geese" of Ireland and of the fighting Scot whose names flash out from every page of European history.

In the far, fair days when I was beginning Greek, I found Xenophon dry and indigestible stuff—but I thank the stern shade of an *Orbilius plagosus* that I can now read him at my ease with my feet on the fender. It is a story that can never lose its freshness and fascination—how this motley host of mercenaries, each contingent a law to itself, was extricated from the midst of hostile nations and cities and safely led to the shores of the Black Sea from the vicinity of the mighty Babylon where, if Cyrus had lived, they would have looted and feasted to their hearts' content. They might have become, as Alexander's captains did, the possessors of the Persia of which Cyrus said: "Men, the Empire of my fathers reaches southward to where men cannot live for the heat, and northward to where they cannot live for the cold." As Necessity would have it, they were well content who got home to Greece with a whole skin and a few darics for drinks, and a souvenir or two collected from friendly tribesmen such as the Paphlagonians. Their tales, however, must have been good for a meal and a shakedown in the Greek cities, where everybody hankered after hearing something new. The home-keeping citizen's hair would chatter and his teeth stand on end ('tis an old schoolboy's joke) as their experiences of marching in an Armenian snow-storm were related, and the passage described of the inhospitable hills where the ancestors of the Kurds harassed them and "nothing was warm but savagery," as Tertullian observed. And but for Xenophon, all those wonders and horrors would have been clean forgotten, and a faithful picture lost of the first (but not the last) democratic army.

Discipline, in the modern sense, they had none. Some of their doings recalled the Venetian proverb, "Every five Greeks, six generals." It was surprising how speedily the army would become a revolutionary crowd, and then, as distrust deepened, a murderous mob. They were often on the point of stoning their leaders to death. Xenophon was in danger once, being accused of using personal violence to the men—because in that dreadful march through the blizzard he had compelled some of them by force to get up and keep moving on and save themselves from the white-cold fury of the elements. Xenophon knew how to manage this army in which everybody, leaders and men, were virtually equals. Thus he made it known, when he took charge, that he was always ready to hear suggestions; the men could come to him at breakfast or at dinner, or, if need be, wake him up. His cheery humour (shown in his chaffing bout with Cheirosophos, the Spartan general) was an unfailing antidote to the men's fits of ill-temper, and he kept them well in hand till they saw the sea again—and to a Greek the very sight of blue water was salvation!

THE TAME RABBIT FOR FOOD.

By S. L. BENSUSAN.

ONLY a few years ago the wild rabbit, now cheap at two shillings, was held in country districts to be dear at tenpence. Of late, the increase in values, one or two bad breeding seasons, the ravages of stoats, and the persistence of poachers have availed to reduce the wild rabbit very considerably. This is no matter for regret; the hedgerows round our cornfields were a safe harbour from which the rabbit would take a heavy toll of young grain. Now everybody is keeping tame rabbits—one of the Dutch breeds, or a Flemish Giant or Belgian Hare. They are very easy to rear and feed, and will provide wholesome food.

The beginner who starts with one doe in kindle and has but little ingenuity or skill can make a hutch. A sugar-box will serve, with wire-netting and a small door where the lid was. A hole cut in the side of the box can lead to a smaller one that will be used as a breeding-chamber, and must be quite dark. The floor of the hutch should be perforated fairly freely for drainage purposes—this is important. It is no bad idea to tar the floor, and then put down a little litter, chaff, or cavings—whatever comes handy. If the rabbit-keeper is anxious to have a really elaborate hutch, he will have a floor of the hutch slatted. While the inner chamber should be darkened, the general living-room of Mrs. Rabbit should catch the sun. When she retires to breed and rear her young, the food should be placed in the main apartment quickly; and the necessary cleaning should not be done more than once weekly, as a breeding rabbit is very sensitive to disturbance. It may be remarked that the wild rabbit leaves the run or warren at this season, and makes a "stop" for herself in some secluded place. She wishes to be alone, and in the domesticated state the same desire is manifested.

Feeding tame rabbits is a very simple matter, and inexpensive. The familiar cow-parsley from the hedgerows is always welcome, and a carrot with the green top left on is esteemed a luxury. Bran in quite small quantities and a few tea-leaves may be mixed with potatoes boiled and mashed; a little hay should be placed in a rack in the hutch, and renewed daily. The outer leaves of all green stuff with the exception of onions and rhubarb appear to be acceptable; and all the waste of hedgerow and field corner, if cut in late June, carefully made, and then stacked, will serve as winter fodder. A small pot of water so fixed that the doe cannot upset it should be found in every hutch, and the water should be renewed daily. The whole business of successful rabbit-keeping is a matter of cleanliness and care.

For those who have some grass another development may be recommended. The rabbit-hutch should be brought on to the lawn or meadow in fine weather, and a little wire run should be placed against it, or some wire-netting should be pegged round it, leaving ample room for the rabbits to run about, get useful exercise, and enjoy their lives. The only thing to be remembered is that the rabbits must be returned to the security of their hutch by night, and that the hutch itself must be shifted at short intervals. I have tried running rabbits in an orchard that is surrounded by wire-netting, and it is good to give them exercise in it, but not for long, as they would soon scratch a way out.

In the autumn acorns should be collected and set aside. Rabbits like them, and they appear to be a nourishing food. Indeed, when one considers the difficulty of feeding poultry and the ease with which the wants of the rabbit may be supplied, when we contrast the uncertainty of the egg supply with the certainty of the appearance of young rabbits, it hardly needs a prophet to suggest that in many parts of the country the rabbit may replace the chicken.

Within a year we ought to have a stock of millions of does in this country, for the production of tame rabbits would appear to be in the way of becoming a rural, as well as an urban and suburban industry.

The doe should not be mated before she is six months old, and the buck should be over a year; gestation is a matter of about thirty days. It is necessary to see that the doe has not more babies than she can rear; and, though the little ones will start eating before they are a month old, they should not be removed from the mother before the sixth or seventh week. "Skim" milk with a little bran or pollard and mashed potato is good for the newly weaned babies; before the war one gave them bread-and-milk.

If the young are to be kept they should be separated at three months, the does being put in one hutch and the bucks in another.

DURING THE BATTLE: THE MAN OF THE HOUR; AND NOTABLE EVENTS.

PHOTOGRAPHS NOS. 1, 2, 6, AND 7 OFFICIAL; NOS. 3 AND 5, ILLUSTRATIONS BUREAU; NO. 4, STANLEY'S PRESS AGENCY.



TO PREVENT THE ENEMY USING THEM: FRONT-LINE STORES BEING BURNED.



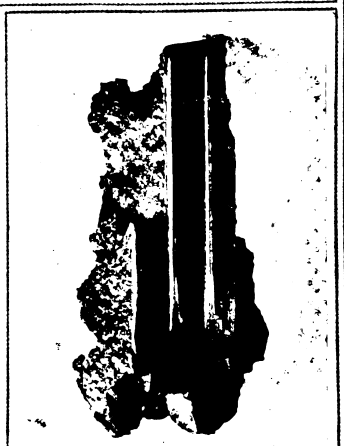
AS THE FRONT LINE DREW BACK STEADILY AND SLOWLY: TEAMS RETIRING PAST A BURNING DUMP.



THE "MYSTERY GUN" SHELL MASSACRE IN A PARIS CHURCH: A SPLINTER AND OUTER GROOVING.



APPOINTED GENERALISSIMO OF THE FRENCH, BRITISH, AMERICAN, AND BELGIAN ARMIES ON THE WESTERN FRONT: GENERAL FOCH.



THE "MYSTERY GUN" SHELL MASSACRE IN A PARIS CHURCH: A SPLINTER AND THE INTERIOR.

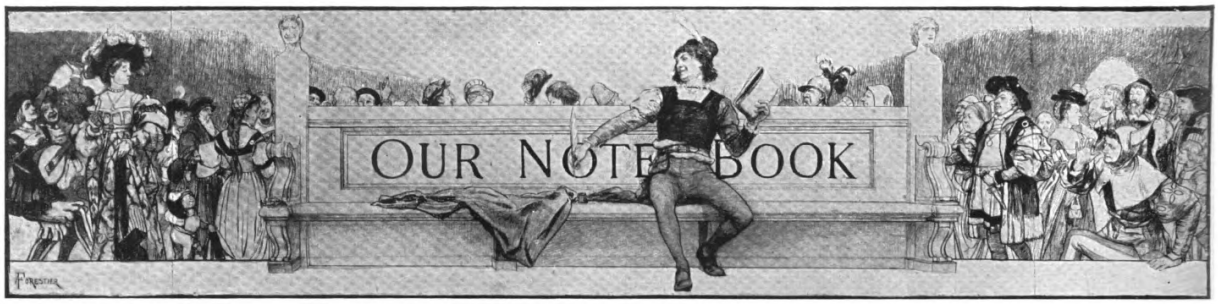


DURING THE GREAT BATTLE: TROOPS HALTING FOR A SHORT WHILE IN A VILLAGE IN REAR, AND TRANSPORTS, ETC., PASSING THROUGH.



BRIGADED DURING THE FIGHTING IN THE GREAT BATTLE WITH THE FRENCH AND BRITISH ARMIES: AN AMERICAN "SAMMY" TAKING UP STORES.

The first two illustrations exemplify the fortune—or misfortune—of war: the abandonment, under stress of circumstances, of war *matériel* along the outpost and first lines held by some of our troops. Under the shock of the enemy's massed onset there was no alternative. It is satisfactory that most of the collected ammunition and stores was destroyed and rendered useless to the Germans.——The third illustration shows an exterior fragment, with its grooved copper belting, of the shell from the German long-range "mystery gun" which massacred the worshippers in a Paris church on Good Friday. The fifth illustration shows a cross-section—a fragment of the shell, showing the thickness of the metal (4 c.m.) and smooth interior.——The fourth illustration shows General Foch (whose name, it is said, is pronounced "Fosh"). He has, by consent of the British, American, and Belgian Governments, been appointed Generalissimo of the Western Front. Before the war he was acknowledged as a foremost writer on tactics and strategy by Europe. His brilliant and masterly tactics won the Battle of the Marne; and throughout, in addition to commanding armies in the field, he has been the guiding "brain" at French Headquarters. A Lorrainer, a compatriot of Marshal Ney, Napoleon's "Bravest of the Brave," he is sixty-five years of age, but with the physical and mental powers of a man of forty.



By G. K. CHESTERTON.

AT the time of writing, the armies of the Entente are in orderly retreat, and the critics of the Entente are in disorderly rout. There has been, so far, no decisive Prussian victory; but there has already been a decisive Pacifist defeat. In that intellectual war in the air, like the war in heaven in the epic, which is waged over the heads of the bodily combatants, the cloudy hosts of compromise or cowardice are clearly divided and scattered. The internationalists are all contradicting each other; and more than one internationalist is excitedly contradicting himself. One philosopher is saying that the Bolsheviks were blameless, and ought therefore to be left to their fate; that we ought to have obeyed them when they told us to abandon everything, and that therefore we could not listen to them when they asked us not to abandon them. Another philosopher is explaining that it is unreasonable to expect the German Socialists to mutiny against the German flag, and that therefore we ought to stake all our hopes on the certainty of their doing so. One says that it was our first duty to follow the Russian Revolution to its last extremes, but not in the least our duty to save it in its last extremity. Another says that the German Socialists must first be pardoned because they are Germans and not Socialists; and must then be trusted because they are Socialists and not Germans. But these are only two random examples, out of all the random inconsistencies to which these inhuman sophists have now been driven. We are to establish a universal League of Nations as our chief and most compelling concern; but the whole of the East of Europe is no concern of ours. It is an instant and practical necessity to disarm everybody; but it is an insane and Utopian vision to think of disarming Prussia. The war will be a vain slaughter if it does not create a new heaven and a new earth; and the war was waged solely and strictly in order to secure a technical retirement from Belgium. It is not the fault of the German people, but only of the German royal family; and it is therefore hopeless and useless to think of ridding them of that family. These, and a hundred more illogicalities, were always potentially present in this confused mass of opinion; but the more practical point has now been reached in which mere confusion has become real division. It is not now merely the philosopher who is saying two opposite things at once. It is not only within the same mind, or on the same mouth, that we find the remarkable word which is compounded of yes and no. Some are finding consistency in conflict; are dividing into groups representing the divergent policies; and may even come to criticising each other, almost as freely as they have criticised the right of free nations to defend themselves against aggression. There is visibly forming, for instance, a rather dismal diplomatic group round aristocrats and antiquated Conservatives like Lord Lansdowne, from which intellectuals like the editor of the *Nation*, loth to lose his whole Tolstoyan dream, would want very little to make them break away. It is intellectually impossible, as the examples I have given will show, to compose any intelligible formula that will cover both conceptions; and they cannot for ever take refuge in being unintelligible. Their division is both real and deep. In short, what has not happened to the army that is fighting in the field is exactly what has happened to this army that has been fighting in the air. The Pacifist line is pierced. There has been a real break through, rolling up two separate sections like separate armies; and a stream of new public opinion, which they cannot stop, is pouring through the gap. The one thing to be done now is to see that we do not suffer from the brutal irony of a bad synchrony—that we do not find we have won our moral victory too late to avert our military defeat.

I, for one, do not for a moment believe that such will be our disaster. But it may help to avert it to realise that such has, in the past, been our danger. It is the peculiarity of the Prussian in history that he has always been allowed to do things which everybody, almost instantly afterwards, saw ought never to have been allowed. He was suffered to split up Poland with his sword on the supposition that the Pole would soon forget his flag. The Pole has never forgotten it; but the Prussian had been suffered to steal it. He was allowed to attack the Danish crown and take away the Danish provinces, on the assumption that he was the mere representative of the German States and the Austrian Empire. He trampled on the German States and attacked the Austrian Empire; but he had been allowed to take the Danish provinces, and he was allowed to keep them. He was permitted to take the French provinces on a pedantic plea that they were German provinces, that they would be at rest under German rule, and that it was natural that he should rule them. He has shown himself conspicuously unable to rule them, or to rule anything like them; but he had been allowed to take them. It only became plain that he had not the power to govern when he had finally gained the power to misgovern. In all these cases, and many others, the same tragic farce was enacted; the truth was always discovered too late. And we have, of course, seen that same tragic farce enacted in the last few months before our own eyes. The Russian opened his arms to embrace the penitent and peaceful Prussian; and it was only afterwards that he discovered which of the two animals it is that really embraces like a bear. The Prussian is well known to be a methodical and orderly person; and he shows his ticket-of-leave to the policeman every time he plans a new murder. Precisely why his passport or permit has always hitherto been accepted is what the late Mr. Andrew Lang might call a historical mystery. Anyhow, it is certain that the passport is always found to be an accomplished fake, just after its use is an accomplished fact. But the longest run of the most successful criminal comes to an end. I believe the career of this criminal will now come to an end; and I think by this time everybody believes that it ought to come to an end.



"FOR FREEDOM AND HONOUR": THE WINNING DESIGN FOR THE MEMORIAL PLAQUE TO COMMEMORATE THOSE FALLEN IN THE WAR.

A bronze memorial plaque, together with an inscribed scroll, is to be given to the next-of-kin of all members of the King's forces who have fallen in the war. The design accepted, out of over 800 submitted in the competition, is by Mr. E. Carter Preston ("Pyramus"), of the Sandon Studios Society, Liberty Buildings, Liverpool, who has been awarded £250. His design is here reproduced. The name of the person commemorated will be inscribed on the raised tablet in the plaque.—[*Official Photograph.*]

Now, in the light of these familiar facts, we shall not find it hard to choose the peacemaker's path for him, since he is now too bewildered to choose for himself. We shall not find it hard to settle whether he ought to narrow his mind to Belgium, as he thinks on Monday, or widen his mind to the whole world, as he inclines to think on Tuesday. He must emphatically widen his mind, difficult as the task may be. In other words, every sane man must know enough of the Prussian game by this time to know that, if he does not save everything, he cannot save anything. Without insanity and suicide, we cannot say that Russia is no business of ours, or that Poland is no business of ours, as we said that Denmark was no business of ours; or that France was no business of ours. To do so is to give special permission for a process going further, when it has already gone much too far—the process by which Prussia has weakened her rivals separately, and destroyed her victims one by one. I see that Lord Courtney of Penwith has been asking whether we should have gone to war with Germany if she had done no more than conquer and oppress Russia. I think it only too probable that we should not have done so; but surely no man in his wits can now doubt that we ought to have done so. I think it only too probable that we should have stood aside while our enemy seized all the resources of the East for his future wars, just as we stood aside while he gained the grip on Poland that gave him the gates of Warsaw, or gained the minerals of Lorraine with which he now menaces Paris. In short, I think it quite likely that England might have played the fool then, pretty much as Lord Courtney wants her to play the fool now. But I do not believe she will play the fool now. England is now in the heart of Europe, heroically bearing the heaviest shock of the European war. And I think that even the Internationalist will have to begin to admit that Europe exists. It is a severe strain for the cosmopolitan to concede the existence of other countries, or for the humanitarian to embrace the interests of humanity. But, perhaps, with an effort of imagination, it might be done.

THE GREAT BATTLE: SUPPORTS; AND MEN RELIEVED AFTER ACTION.

OFFICIAL PHOTOGRAPHS.



BY THE BANKS OF THE SOMME, WITHIN SIGHT OF THE FIGHTING: WATCHING EVENTS TAKING PLACE FAR OFF ACROSS THE RIVER.



TEMPORARILY WITHDRAWN FROM THE BATTLEFIELD AFTER HARD FIGHTING, FOR A SHORT REST OR RELIEF: A CHEERFUL DETACHMENT.



OUR STEADY AND CONTINUOUS STREAM OF INFANTRY REINFORCEMENTS AND SUPPORTS: A COLUMN OF PACKED MOTOR-LORRIES BRINGING UP FRESH MEN.



THE "GARB OF OLD GAUL" *EN ROUTE* FOR THE FRAY: A BATTALION OF A HIGHLAND DIVISION MARCHING TO JOIN THE SUPPORTING TROOPS.



NOT YET WITHIN THE AREA FOR PUTTING ON SHRAPNEL HELMETS: A SUPPORT BATTALION OF LINESMEN ON THE LINE OF MARCH.

"I visited some of the troops engaged, and everywhere the rearrangement of our front and movement of equipment was being carried out in perfect order, and with not the slightest sign of hurriedness." So a correspondent of the "Morning Post" at the Front wrote on the fifth day of the great battle. Said a "Times" correspondent: "History, I believe, when all is known, will be amazed at what British troops have done in the last five days. I have yet to hear of a unit which has not borne itself bravely, or to hear an officer speak in terms other than those of the utmost gratitude and admiration of his men. The mere physical strain has been enormous, but men come out of the line clinging to the last to the one definite notion that their business is to go on fighting and kill Germans." Again, the same correspondent speaks of "the stubborn gallantry of all the troops engaged. There has been no moment when they were not being pressed upon by an immensely superior enemy, but they have yielded no yard of ground except under an overwhelming weight of odds, and the losses of the Germans . . . must have been truly tragical."

THE GREAT BATTLE: "WE HAVE TAKEN PRISONERS ALSO."

OFFICIAL PHOTOGRAPHS.



GERMAN PRISONERS TAKEN IN THE GREAT BATTLE: A BRITISH OFFICER'S ACT OF COURTESY.



CAPTOR AND CAPTIVE LOOK HARD AT EACH OTHER: "TOMMY" HANDS "FRITZ" HIS WATER-BOTTLE.



ON THEIR WAY TO THE DETENTION-CAGES: GERMAN PRISONERS ON THE MARCH UNDER BRITISH GUARD.



APPARENTLY GLAD TO BE IN GOOD HANDS: SOME OF THE GERMAN PRISONERS—THEIR BRITISH GUARDS BEHIND.



IN UNIFORMS LOOKING BY NO MEANS NEW: GERMAN PRISONERS—SOME FACIAL TYPES.

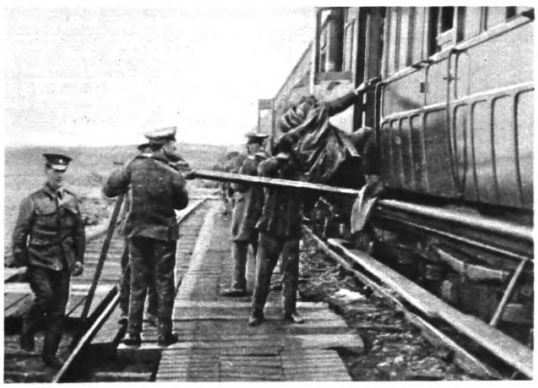


WITH A BRITISH SOLDIER (ON THE LEFT) IN CHARGE: ANOTHER GROUP OF GERMAN PRISONERS TAKEN IN THE BATTLE.

It is not only the enemy who have taken prisoners in the great battle. "The Germans," writes Mr. Perry Robinson, the war correspondent, "had boasted that the weight of their initial attack would carry them through this zone into open warfare beyond. We have taken on prisoners maps showing the objectives of the various divisions, and compared with what those divisions have actually done, those objectives are ludicrous. I saw some bunches of prisoners. It is said that the whole German attacking force had been equipped with new uniforms for the attack, so that they would need no re-fitting till they got to Paris, or London, or somewhere. But you would never have supposed these prisoners' uniforms to have been new a few days ago; and one spoke in bitter dejection of the prospect that had been held out to him of an easy break-through in the rear of the gas-attack, before which the British divisions were to have melted away. . . . We on our part have taken prisoners also."

THE GREAT BATTLE: WOUNDED BRITISH AND GERMANS BROUGHT IN.

PHOTOGRAPHS NOS. 1, 2, 3, AND 5, OFFICIAL; NO. 4, FARRINGDON PHOTO CO.



ON ONE OF THE MAIN RAILWAYS IN NORTHERN FRANCE: ENTRAINING GERMAN WOUNDED FOR A BASE HOSPITAL AT A RED CROSS COLLECTING-STATION.



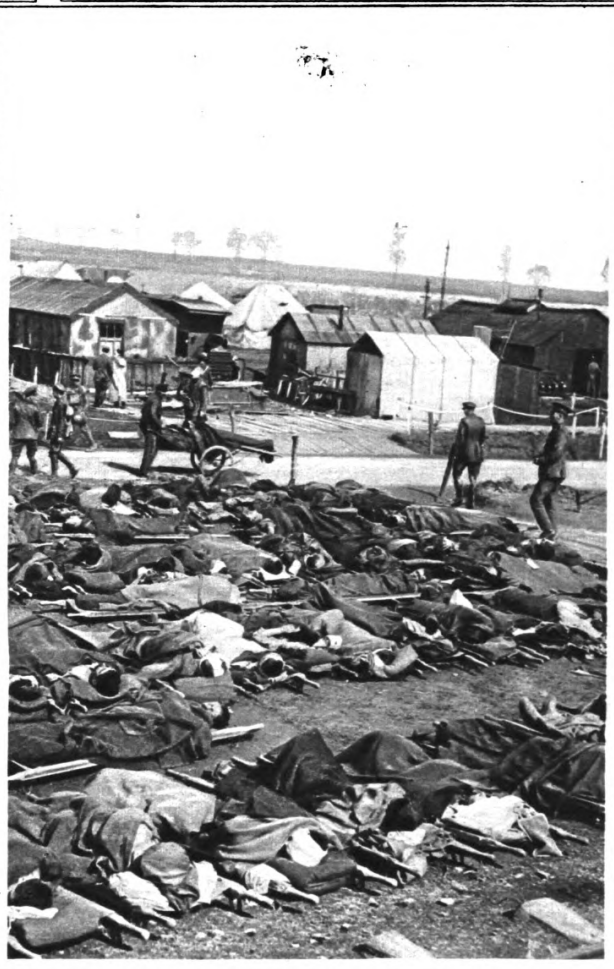
BY ROAD, AFTER BEING ATTENDED TO IN A FIELD HOSPITAL: SLIGHTLY WOUNDED AND "WALKING WOUNDED" CASES GETTING A LIFT.



ON THE EDGE OF THE BATTLEFIELD DURING ACTION: WOUNDED BEING BORNE TO AN UNDERGROUND ADVANCED DRESSING-STATION.



BACK IN "BLIGHTY" ONCE AGAIN: CHEERFUL AND SMILING WOUNDED MOTORING FROM A LONDON TERMINUS TO THEIR HOSPITAL.

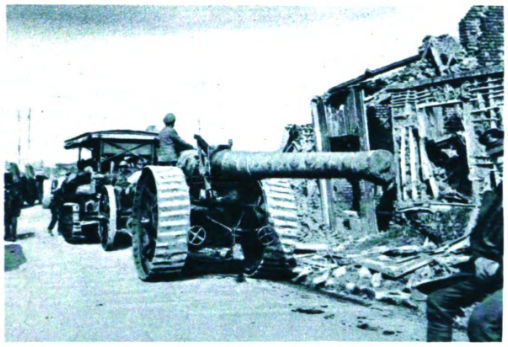


AS BROUGHT IN BY STRETCHER-BEARERS FROM THE FIELD OF BATTLE: BRITISH AND GERMAN WOUNDED AWAITING THEIR TURN AT A RED CROSS FIELD HOSPITAL.

In the nature of things, there can be little proportion between the losses of the enemy and our losses, heavy as these, of course, have to be. Owing to the nature of the conflict, the necessity of the enemy, as the assailants, to advance more or less exposed, and, above all, to the German mass-formation tactics, the toll exacted by us from the Ludendorf legions has been, from the outset of the German offensive, excessive and costly to a degree, out of all comparison with the results obtained. Not a few of the German wounded fell on ground at places where British local counter-attacks beat back the enemy onrushes and left prisoners in our hands. As fast as the wounded could be picked up, they were removed to dressing-stations in rear, and thence, according to the nature of their wounds, transferred to the larger R.A.M.C. and Red Cross establishments further back, by rail or road, as might be. No difference in priority of selection between British and German wounded is ever made by our stretcher-bearers, whatever the stress of the moment. It has been so throughout the war.

THE GREAT BATTLE: BRITISH GUNS IN ACTION AND MOVING UP.

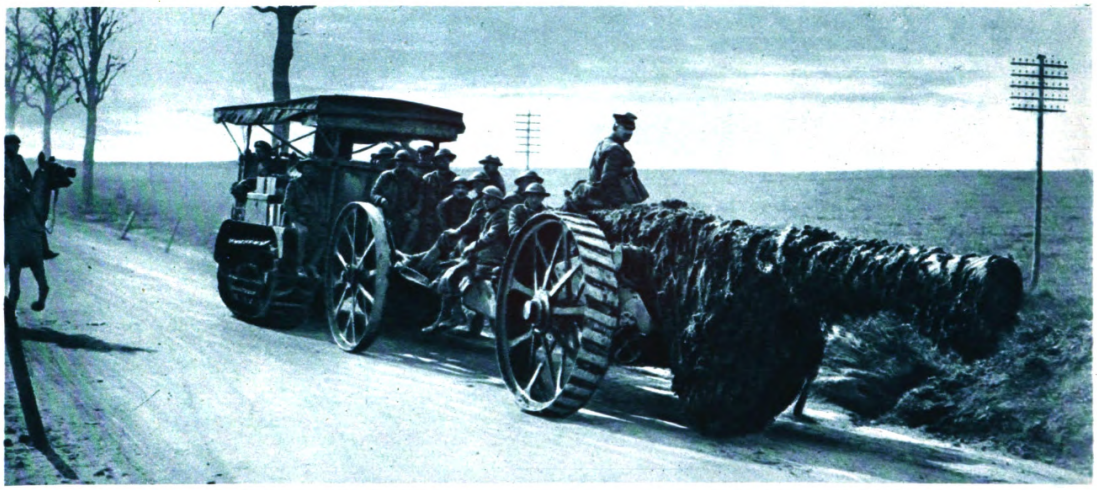
OFFICIAL PHOTOGRAPHS.



MOVING UP IN SUPPORT, ALONG A ROAD NEAR THE FRONT: ONE OF THE BRITISH HEAVY GUNS.



MAN-HAULING A GUN INTO ITS POSITION: ONE PHASE OF THE WORK OF BRITISH ARTILLERYMEN.



WITH ITS BARREL HEAVILY DRAPED BY WAY OF CAMOUFLAGE: ONE OF THE BRITISH ARTILLERY'S HEAVIER PIECES GOING FORWARD TO A NEW POSITION.



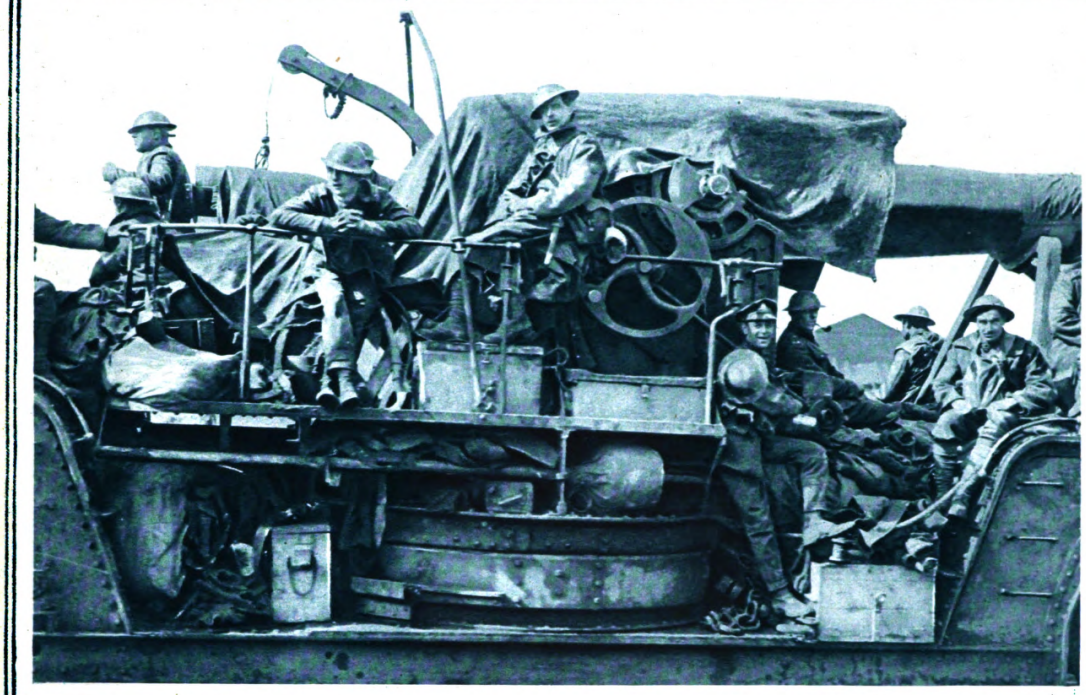
PREPARING FOR ACTION: BRITISH ARTILLERYMEN GETTING THEIR GUNS INTO POSITION AT THE FRONT.



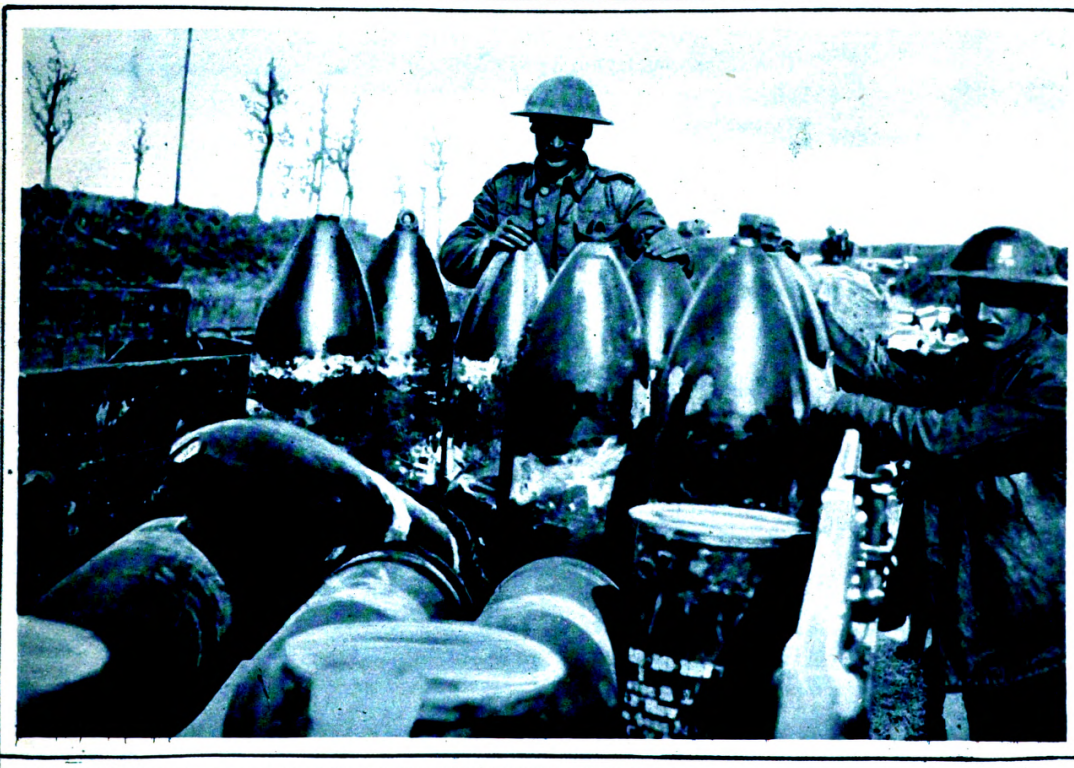
COMING INTO ACTION: LOADING A BRITISH GUN—RAMMING THE SHELL INTO THE BREECH.

In the great battle raging on the British front, our artillery—both heavy guns and field guns—has been constantly engaged, and has done enormous execution in the enemy's ranks. The gunners toil incessantly, and have shown splendid courage and endurance. One instance of their activities is thus described by Mr. Philip Gibbs: "Batteries I saw about the red-brick ruins of Albert," he writes, "caught the enemy in the open, and tore gaps in his ranks, and our men poured rifle-fire at his advancing waves as they came over the slopes. During the night all our heavy guns in position flung high-explosives over those Somme battlefields whose earth has been more mauled by gun-fire than any ground in the world of war. The enemy's massed troops were here without shelter or cover of any kind, stretched on the earth and sleeping, if they could, in a tearing cold wind. This bombardment of ours must have kept them awake unless they were drunk with sleep, and many men must have been killed as they lay under the high white moon."

THE GREAT BATTLE: BRITISH ARTILLERY MOVING UP IN SUPPORT.



ON THEIR WAY TO REPEL THE GREAT GERMAN OFFENSIVE: SUPPORTING BRITISH ARTILLERYMEN WITH A HEAVY GUN.



MISSILES OF GREAT EFFECT IN CHECKING THE ENEMY'S ONSLAUGHT: BIG SHELLS FOR HEAVY BRITISH GUNS GOING TO THE FRONT.

Our heavy artillery has done invaluable work in withstanding the great German offensive, although so far little has been said of its achievements in accounts of the great battle. Its part in the heroic defence seems to have been taken for granted, and is referred to incidentally in such phrases as—"The guns, of course, never cease." A more extended allusion, however, was made by Mr. Philip Gibbs, who writes: "I gather from all accounts that yesterday (March 25) was a supreme time for our gunners. The Germans, attacking along the whole line from north of Ervilliers to where we are in contact with the French, were held up nearly everywhere by the ceaseless intensity of our artillery fire." Mr. Lloyd George said in his message of thanks to the Army, sent to Sir Douglas Haig, on behalf of the Cabinet: "The guns and machine-guns required to make good those lost are either now in France, or already on their way, and still further reinforcements of men and guns are ready to be thrown into the battle."

THE WORLD OF FLIGHT.

THE AERIAL CIRCUS: ITS ORIGIN, ORGANISATION, AND OPERATION.

By C. G. GREY,
Editor of "The Aeroplane"

QUITE one of the most interesting developments of aerial warfare has been the adoption by practically all the belligerent forces of the class of fighting formation which is familiarly known as the "circus." The word is now, perhaps, somewhat loosely applied to any crack fighting squadron which is moved from place to place to support a weak spot in the line, or to oppose any strong offensive in the air on the part of the enemy; but in its inception, as applied to the original German circuses, it was a peculiarly apt epithet.

Very early indeed in the war certain particularly able pilots, who also possessed the knack of commanding men, acquired a reputation for their squadrons. For example, the French *escadrille* which bears the badge of the Stork—and has included from time to time such notable Hun-killers as Roland Garros (lately escaped from Germany), Nungesser, Guynemer, Navarre, Pégoud, and others of almost equal achievement—was regarded as the crack French squadron as early as 1915, and has held a high reputation ever since.

Quite early in the war also, a band of young American sportsmen came over to France and joined the French Service d'Aviation Militaire. They were taught to fly by the French, and were ultimately formed into the Escadrille Américaine. But they soon became famous as the Lafayette *escadrille*, the name of the famous general having been adopted by them as a compliment to France in memory of the excellent service done by General Lafayette for the American Republic in its War of Independence against Great Britain. These young Americans became very skilful fighting pilots, and acquired numerous Croix de Guerre and Légions d'Honneur. The squadron did excellent work until America came into the war, when the various Lafayette pilots joined the American Army and took over the work of instructing the new American Flying Service in the art and science of air fighting.

In 1915 the Germans introduced the Fokker monoplane, a badly made edition of the French Morane, but fitted with an excellent engine, the Oberursel, a copy of the French Gnôme. The first German star pilot to make a name on this machine was Lieutenant Immelmann. Very soon afterwards, Lieutenant Bölcke began to acquire an equally high reputation as a fighter. They and other clever pilots on the fast and light Fokkers did considerable execution among the slower French and British machines. Immelmann was killed, after some few months of a victorious career, by a British fighting pilot; but Bölcke survived for about a year longer.

Bölcke got together a select band of picked fighting men, and formed the first mobile squadron on the lines of what is now called a "circus." The squadron was entirely self-contained, and was independent of any command except that of the Army Commander with whom it was co-operating. The Bölcke "chaser squadron"—or Jagdstaffel, as the Germans call this class of formation — adopted a new form of operation. Instead of each pilot going out on a lone-hand raid to try and bring down individual enemies, the formation worked as a unit, patrolling the sky till it found several enemy machines together and then attacking them *en masse*. Also it was not above attacking single British and French machines, which naturally stood no chance against ten or a dozen enemy aeroplanes attacking at once.

The success of the Bölcke squadron induced the Germans to create more formations of a similar nature. The first of these offshoots was formed by Rittmeister (Cavalry Captain) Baron von Richthofen, one of the best men serving with Bölcke, who by that time had been promoted to Captain and given the Ordre pour le Mérite. The Richthofen squadron soon became more skilful than the Bölcke squadron, and, when the Germans introduced the little Albatros single-seater biplanes with the 160-h.p. Mercédès engines, it became very dangerous indeed.

This squadron came out about the end of 1916. Its pilots flew like aerial acrobats, and for some reason best known to themselves they painted their machines with the most garish colours. Von Richthofen himself flew a machine painted a brilliant pillar-box red — hence his calling his book of reminiscences "The Red War-Flyer."

Some of his pilots painted their machines with blue bodies, green wings, and yellow noses. Others had black-and-yellow striped bodies, sky-blue wings, and red noses. In fact, when the squadron came out in force it looked like a harlequinade, or the fancy-ball scene in a musical comedy. As one of our own pilots remarked, it was a charity to shoot one of the beasts down—they spoiled the sky.



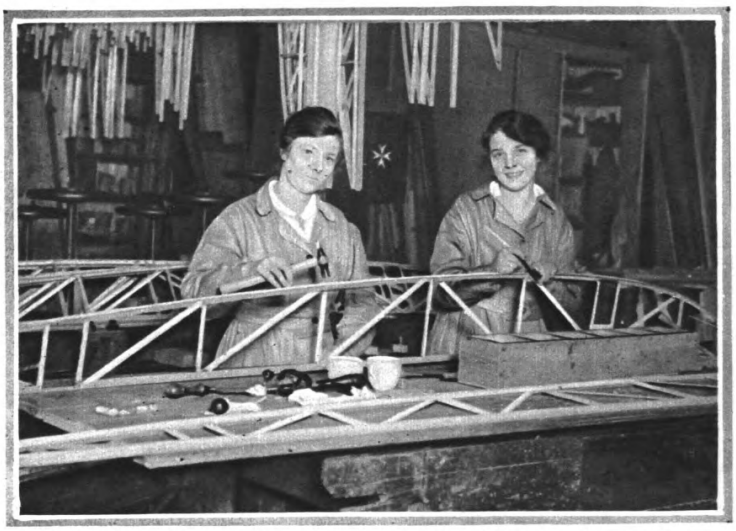
BIRMINGHAM'S MUNITION-WORKS VISITED BY PRESSMEN: WOMEN SEWING THE COVERING ON THE WING OF A LARGE AEROPLANE.—[*Photograph by Newspaper Illustrations.*]

The squadron, being self-contained, used to move about from place to place, wherever British or French (but generally British) aeroplanes were operating in the greatest numbers. It used to pitch its camp in the nearest convenient aerodrome, and make a couple of patrol flights a day so long as it stopped there. Sometimes it would stop for several weeks; sometimes for a few days only.

When one considers the habits of the squadron—its acrobatic flying, its harlequin colouring, its custom of moving from pitch to pitch and giving its regular two shows a day—it followed logically that our humourists of the Royal Flying Corps were simply forced to christen it "Von Richthofen's Travelling Circus," just as, in the South African War, General Settle's "flying column" (about the biggest of the mobile forces of the period—its travelling speed was about two miles an hour) was known throughout the Army, because of its immense tail of transport wagons and because of its advanced guard of acrobatic mounted scouts, as "Settle's Imperial Circus."

Anyhow, that is how the word "circus" came to be applied to specially organised chaser squadrons, though in these days the term is somewhat loosely applied. To-day any crack squadron mounted on exceptionally fast aeroplanes, and operating under a particularly gallant and skilful leader, is commonly called a circus, though it may be operating from a fixed base and may only be called upon to move under exactly the same conditions as any other squadron, whether it be a reconnaissance or bombing squadron.

One does not hear much of our British circuses. In fact, one hears practically nothing of them, except in the way of gossip among the R.F.C. people themselves. Some people clamour from time to time for the publication of the names of our star-turn aviators, so that they may be hailed as national heroes, just as the Germans hail their Immelmanns and Bölckes and von Richthofens. The reasons for abstaining from thus turning the limelight on our flying officers are many, and the reasons in favour of doing so are few. The only reason in favour is that the curiosity of a section of the public may be gratified. The officers themselves are entirely against publicity. They are quite content that their names should appear in the *Gazette* along with those of their peers in the infantry and other arms. The inborn modesty of the British officer and gentleman causes to each one an acute dislike of seeing his portrait appear in the cheaper papers alongside that of the latest stage star or of the latest popular criminal.



WHERE ORDINARY BUSINESS HAS BEEN SUSPENDED FOR WAR PRODUCTION: WOMEN MAKING RIBS OF AEROPLANE-WINGS AT A LARGE BIRMINGHAM FACTORY.

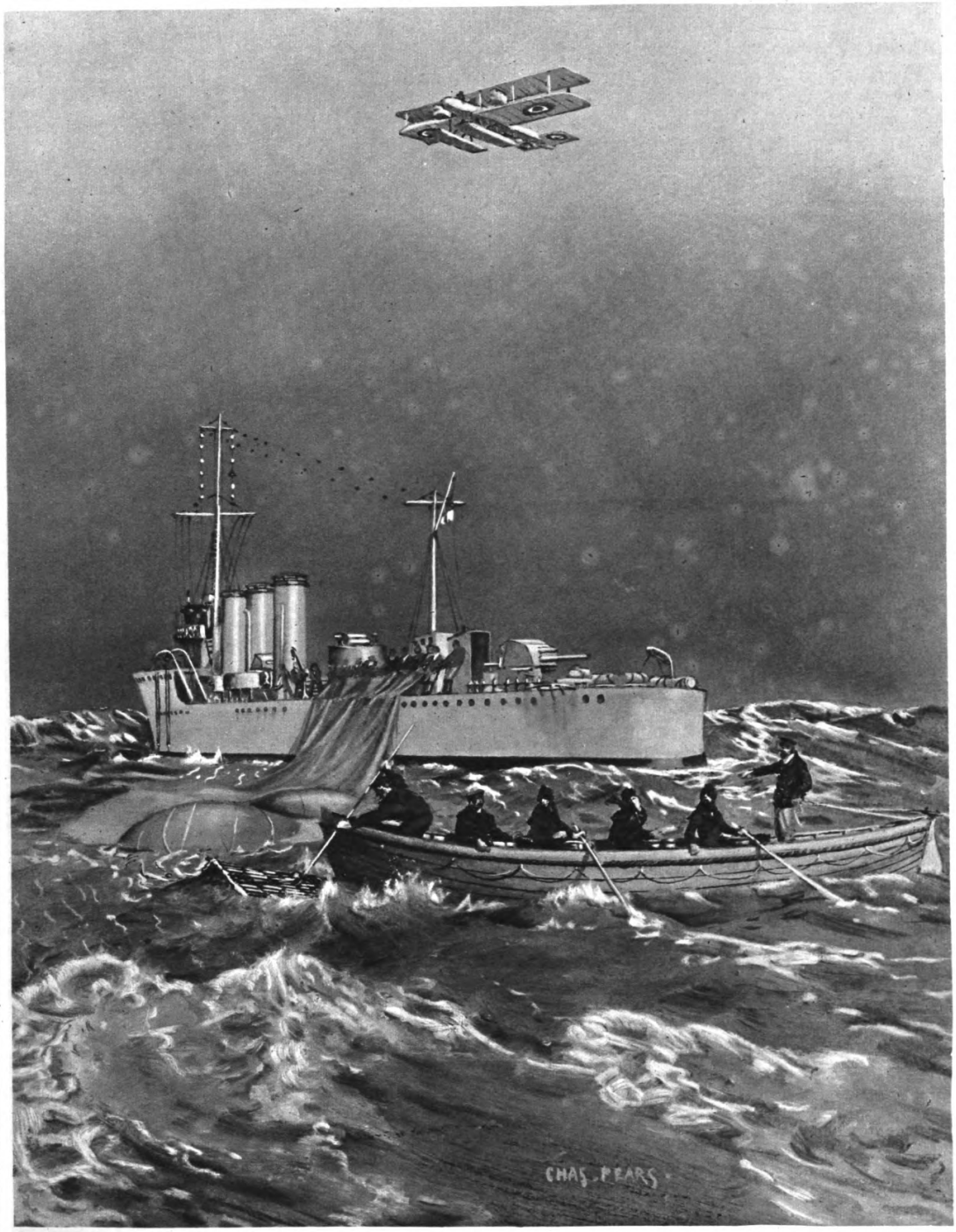
This photograph was taken at a factory which has recently added aeroplane-building to its other activities, including the production of carriages, wagons, and limbers for guns, pontoons, parts of Tanks, and shells.—[*Photograph by Newspaper Illustrations.*]

Apart from this inherent dislike of individual publicity, it is bad policy to make a star of an individual. The death of Immelmann or of Bölcke caused more depression in the German Air Service than was counter-balanced by the elation due to their prowess. When they were brought down by British fighting pilots, the less skilful pilots immediately asked themselves, "If such flyers are killed, what chance have we of surviving?" Bölcke, as a matter of fact, was killed in collision with another German aeroplane; but the collision was caused by the attack of a British fighting formation, so the moral effect was the same.

The policy of the High Command has always been to maintain a high state of *moral* in the R.F.C., and to have no stars. Thus, all the victories of the British circuses are the victories of the whole Corps; and the deaths of the crack pilots do not cause depression, but merely a desire to make the enemy pay for their loss. The justification of this policy is the mastery of the air held to-day by British aviators at the birth of the Royal Air Force.

WAR-TIME SALVAGE AT SEA: A DESTROYER AND SEAPLANE AT WORK.

DRAWN BY CHARLES PEARS, R.O.I., FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.

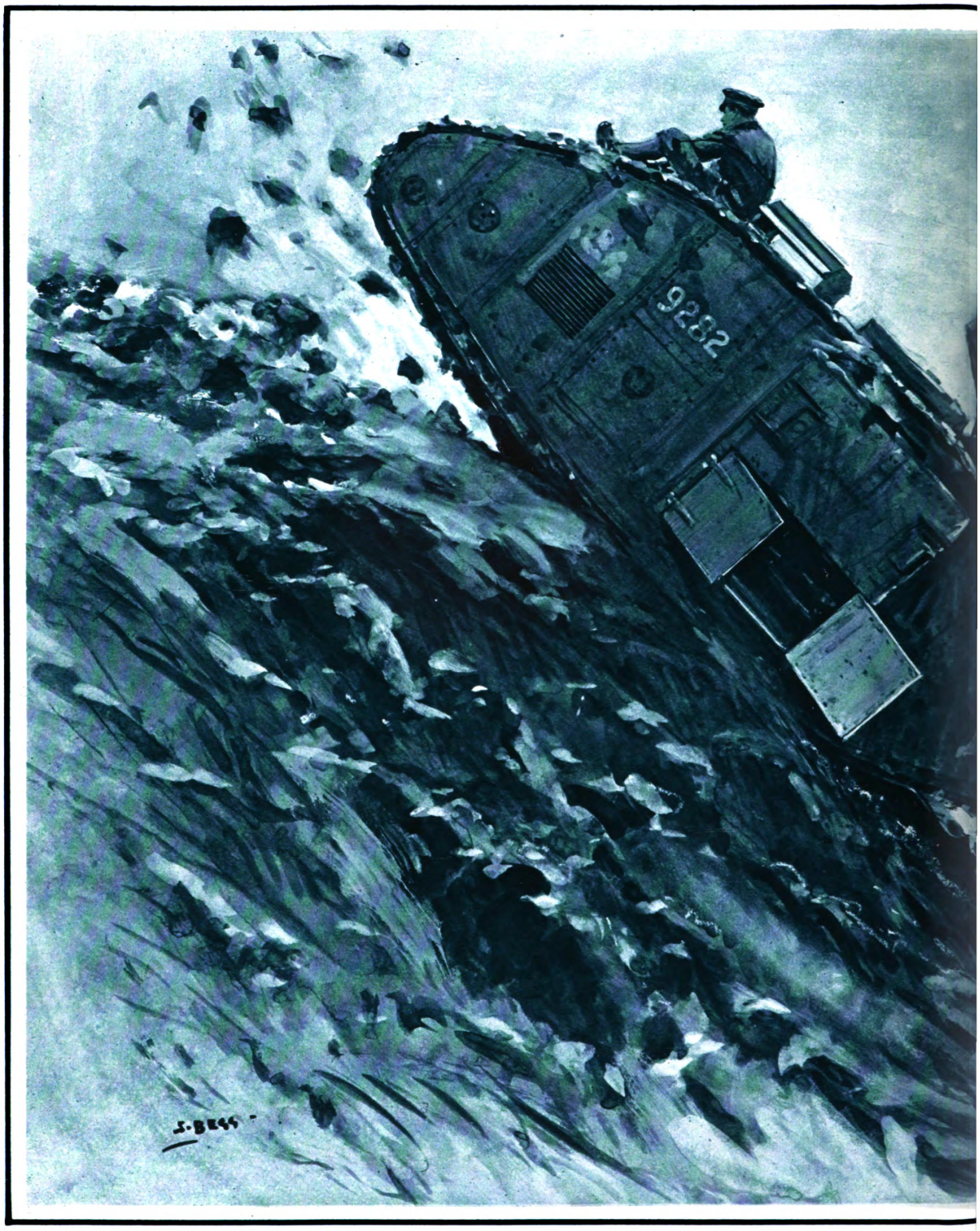


SUMMONED BY WIRELESS FROM THE SEAPLANE: A PATROLLING DESTROYER SALVING THE ENVELOPE AND OBSERVER'S BASKET OF A FALLEN KITE-BALLOON.

One of the emergency duties which fall to the lot of patrolling vessels at sea, salvage and rescue-work, is shown in the above illustration, which also, incidentally, shows another phase of sea service in war. The episode was the result of seaplane scouting and wireless telegraphy. What happened was this. One of our patrol destroyers, while on a cruise recently, received a message by wireless from one of our seaplanes that the pilot had come upon the wreckage of a kite-balloon. Kite-balloons, as we have many times shown in these pages, from official photographs, are much used for coastwise reconnoitring, and the spotting of U-boats, lying low during the daytime under water on a sandbank, or lurking stealthily near trade routes or off harbour entrances and exits. In the present instance, on getting the wireless message with details of position from the seaplane, the destroyer proceeded to the place where she is shown hauling in the wreckage of the kite-balloon envelope, while her boat salves the observer's basket. The seaplane is cruising overhead in case the kite-balloon observers are afloat anywhere near.—[*Drawing Copyrighted in the United States and Canada.*]

A TANK ON A TESTING-HILL: DESCENDING A ST

DRAWN BY ON

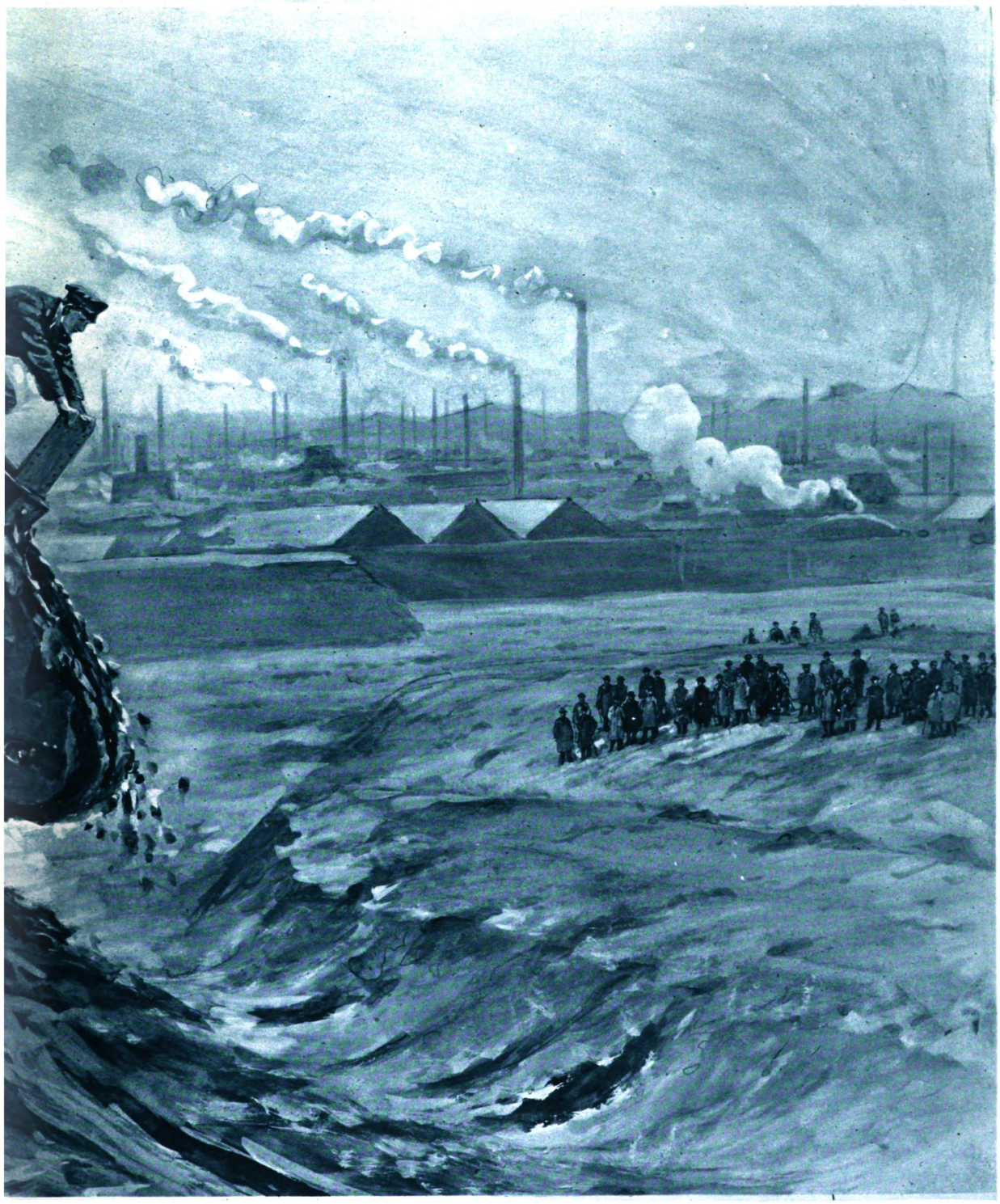


WHERE TANKS ARE BUILT IN BATTALIONS: A NEW "L

Birmingham has devoted itself whole-heartedly to the production of munitions and war material of every sort. Among many other things, the "Hardware Village" now buil Tanks, and some of these monsters were recently put through their paces for the benefit of a special party of journalists who visited the city. The "Times" corresponde writes: "We have been shown Tanks in course of construction—not one at a time, but by whole battalions. We have seen them climb steep and irregular mounds and slith

SLOPE DURING AN EXHIBITION OF HILL-CLIMBING.

ARTIST, S. BEGG.



-SHIP" COMING DOWN A TESTING-HILL AT BIRMINGHAM.

down as though that were their favourite exercise. Some of us have ridden in one at such gambols." The Tank seen in our drawing is coming down a gradient of about 1 in 3 or 4. Two of the occupants are on top, though more usually they travel inside. Our Artist had taken up his position near the mound on the left, in order to get a good view of them thus making the descent. The rest of the Press party are seen watching on the right in the illustration.—[*Drawing Copyrighted in the United States and Canada.*]

· SCIENCE AND NATURAL HISTORY ·



NECROMANCY: THE SUPPOSED SPIRIT OF HIS WIFE CONJURED UP BEFORE FREDERICK I. ("BARBAROSSA").

RITES WHICH PRECEDED PROPHECY: DRUIDS OFFERING HUMAN SACRIFICES.

MAKING A COMPACT WITH SATAN: SORCERER'S ENGAGED IN CALLING UPON THE EVIL ONE FOR AID.

SCIENCE JOTTINGS.

FLOWERS AND FOOD-PRODUCTION.

THE desperate need which now besets us to produce food of every description has induced thousands to take up gardening in grim earnest, despite the fact that the venture must be made with no previous experience to draw upon. Probably most of such beginners will imagine that flowers of any description must be absolutely ruled out of court, especially where the garden is a small one. Nevertheless, the stern resolve to eliminate flowers would be to commit a very serious mistake.

Quite apart from the joyousness they inspire, flowers, if carefully selected, may prove the guardian angels of the crops which are apparently so much more precious, inasmuch as they will provide food for some of the gardeners' most persistent enemies in the form of insect pests. America loses every year something like £100,000,000 from damage caused by insects to growing crops. Experts estimate that, on an average, about one-tenth of our crops is destroyed by insect pests of one kind or another; and this levy we must curtail, if we cannot entirely prevent it. There must be clumps, then, of poppies, thyme and mint, asters, and ox-eye daisies, for the hover-flies; and sweet alyssum, borage, and mignonette, for example, for the bees—which are to be tempted, even if a hive or two cannot be kept, for they are the great fertilisers.

The hover-fly, to the uninitiated, looks rather like a small, dull-coloured wasp, and from this likeness is generally treated with respect. It also has a habit of hovering almost motionless in mid-air, in front of its favourite flowers, preparatory to taking a sip of nectar. At this, the adult stage, it has ceased to be directly useful to the gardener, yet it is to be encouraged for the sake of the larvæ to which it will presently give rise. These are small, green grubs about three-quarters of an inch long. Some are rather handsome, being of bright green with a white stripe down the back; others, of a different species, are of a sober greyish-brown; but they can all readily be distinguished by their habit of thrusting out the fore-part of the body and swaying from side to side as they go, as if in search of something. That something is the larvæ of the aphis, or "green-fly," one of the gardener's deadly enemies. On these the young hover-fly feeds ravenously, disposing of one adult aphis every two minutes during the ten days of its larval life. Each victim, as it is seized, is torn from its foothold and held in mid-air while its juices are sucked dry, when the empty skin is thrown away and a fresh capture made. Where hover-flies are plentiful, there will the aphis "blight" be banished—at least, in so far as the species infesting the *stems* of plants are concerned. But, as I found to my cost last year, there are some species of this pest which feed upon the roots of plants. My lettuces, for no apparent reason, suddenly began to fail. At last, to investigate matters, I pulled up one or two by the roots, which I found encrusted with what at first sight appeared to be a white fungus. A more careful scrutiny showed, however, that this was due to crowds of aphides, which were finally killed by frequent applications of soft-soap administered with a syringe. The violas of a friend of mine were similarly attacked, and it was long before the cause was discovered. I happened to be going the round of the garden, and was asked to inspect the plants, which were everywhere going to ruin. An examination of the roots solved the mystery.

But, happily, the aphis has yet another foe. This is the larva of the lady-bird. No description of the adult stage of this little beetle is needed, for even children know it at sight. In the larva or "grub" stage, however, probably few know it. At this period it is of a blackish colour, about a third of an inch long. The fact that it will only be found prowling about on aphis-infested twigs will, however, establish its identity. But the adult lady-bird also feeds upon aphides, so that the period of its usefulness to us is longer than that of the hover-fly.

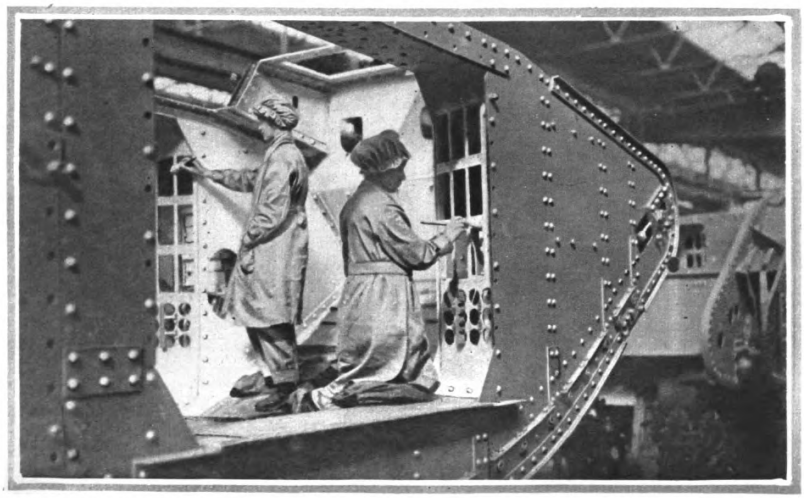
The beautiful "lace-wing" fly is another enemy of the aphis, though only during its larval stage of growth, when it will dispose of thirty or more aphides within an hour. The adult cannot be mistaken for any other insect; its wonderful emerald-green body and the gauze-like wings have no counterpart among our native insects. The earwig and the wasp are both anathematised by the gardener, but both make some amends for the mischief they do by eating aphides. The former feeds its young upon them. Finally, small ichneumon-flies pierce the skins of aphides with their needle-like ovipositors, and within the body of the victim lay an egg. In course of time this hatches, giving rise to a grub which feeds upon the vitals of the aphis.

As a rule, flowers are allowed no place in the kitchen-garden. Were this rule changed, much might be done to lessen the mischief caused by this pest. But even in the flower-garden it is commonly a nuisance to be dispelled by the liberal use of soft-soap and a syringe. But for its numerous natural enemies, its ravages would be far more serious than they are.

W. P. PYCRAFT.



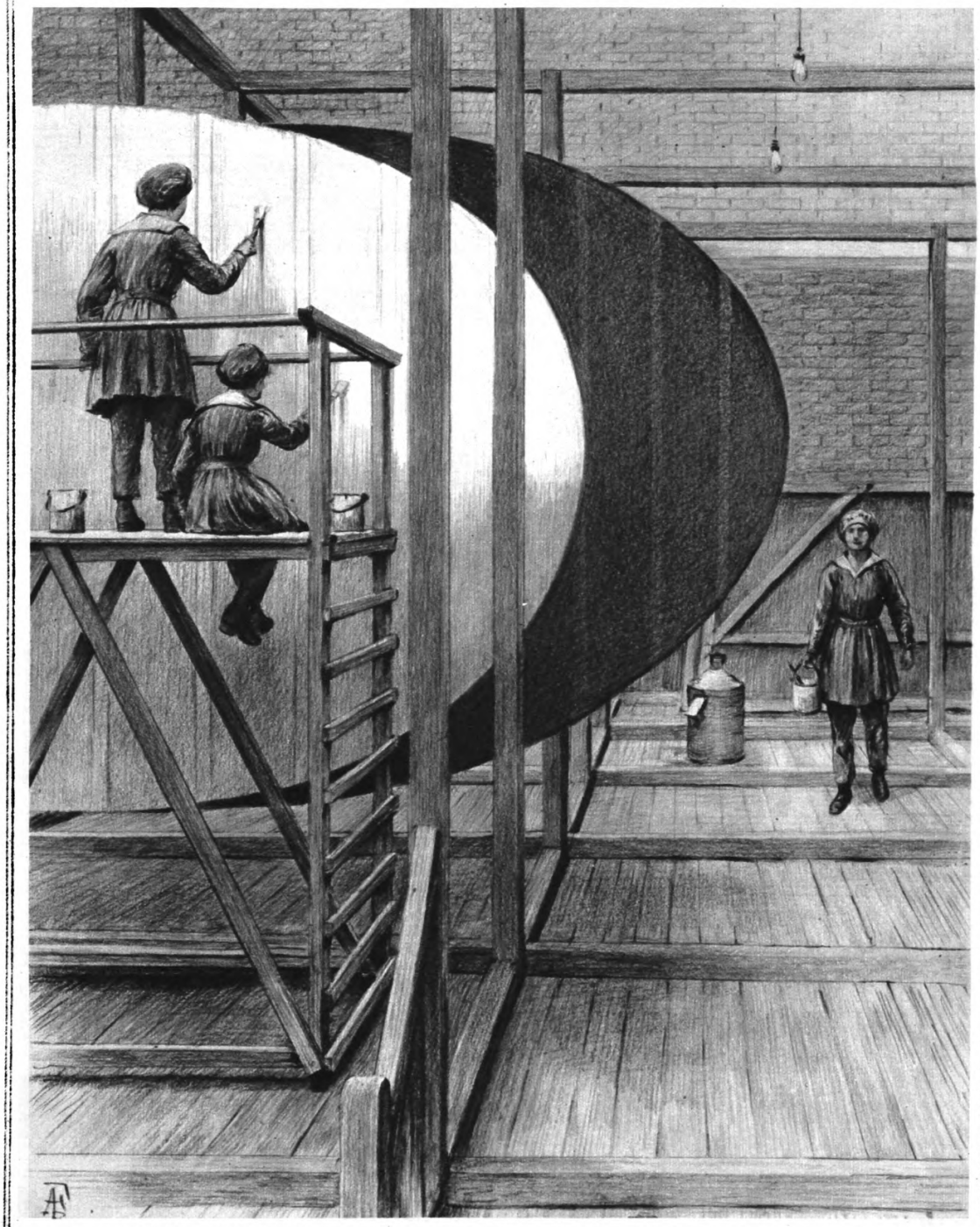
PHOTOGRAPHY FROM A TANK IN MOTION: TESTING-HILLS SEEN THROUGH A TANK LOOP-HOLE DURING THE PRESS VISIT TO BIRMINGHAM.—[*Photograph by Newspaper Illustrations.*]



WOMEN PAINTING THE INTERIOR OF A NEW TANK: A BRANCH OF BIRMINGHAM'S MULTIFARIOUS WAR-ACTIVITY SEEN BY REPRESENTATIVES OF THE PRESS.—[*Photograph by Illustrations Bureau.*]

LIKE A SCENE-PAINTER'S STUDIO: GIRLS PAINTING AEROPLANE-WINGS.

DRAWN BY A. FORESTIER FROM A SKETCH BY OUR SPECIAL ARTIST, S. BEGG.



HELPING TO KEEP THE MASTERY OF THE AIR: GIRLS AT WORK PAINTING THE UNDER-SIDE OF A LARGE AEROPLANE-WING AT BIRMINGHAM.

Large numbers of new aeroplanes are being built in the factories of Birmingham, hundreds of which have given up their ordinary pre-war operations in order to produce munitions of all kinds. A great deal of the work is done by women and girls, especially in shell-making, where the feminine element among the employees is 80 or 90 per cent. Many, too, are engaged in aeroplane-construction. Our artist made his sketch during a recent visit of Press representatives to Birmingham. In a setting that resembles a scene-painter's studio, two girls clad in brown khaki trousers and tunics with white collars are seen painting white the under-side of a large aeroplane-wing. The darker piece beyond it is the upper side, painted grey-green, of another wing. The under-sides are flat, and the upper sides slightly convex. The straight vertical lines are seams in the fabric. Many women are also employed in constructing the light wooden frames of the wings, and in stitching on the covering.—[*Drawing Copyrighted in the United States and Canada.*]

THE GODDESS IN THE CAR: A MODERN LEGEND OF COVENTRY.

DRAWN BY FRÉDÉRIC DE HAENEN FROM A SKETCH BY OUR SPECIAL ARTIST, S. BEGG.



AN ELECTRA OF TO-DAY: A GIRL DRIVING AN OVERHEAD ELECTRIC CRANE IN A GREAT ORDNANCE FACTORY AT COVENTRY.

The women of Coventry are no less patriotic to-day than the legendary heroine of "the city's ancient legend" told by Tennyson in a famous poem, who gave proof of her public spirit in a very different manner. Nor are they less eager to take their share in avenging a great wrong than was Electra, a princess of old Greek mythology. Her modern counterpart drives electrical machinery in many places where her brothers are toiling to make guns or munitions with which to overcome the common foe. Coventry, like Birmingham and other industrial towns in the Midlands, is playing a great part in this work, and legions of women are putting all their heart into the cause, not only in gun-factories, but more especially in the building of aeroplanes and Tanks. A "Times" correspondent who, with other journalists, recently visited that great munition-producing district, tells of "the almost fierce energy with which tens of thousands of women and girls in the Midland war workshops are helping."—[*Drawing Copyrighted in the United States and Canada.*]



"That's the 'nth— You bad boy!"

"Can't help it, Dearest. As long as there's a Kenilworth in my case there are sure to be halts to 'take cover.' A Kenilworth unlit is sheer temptation. But a Kenilworth lit and you by my side make even a day like this perfect."

Kenilworth Cigarettes are made of mellow golden Virginia leaf yielding a fascinating aroma. They will compare favourably with any Virginia Cigarettes you can obtain, no matter how high the price. Yet Kenilworths only cost **1/2** *for* 20, **2/10** 50, **5/8** 100.

FOR THE FRONT.—We will post Kenilworth Cigarettes to Soldiers at the Front specially packed in airtight tins of 50 at 2/6 per 100, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. ***Minimum order 200.*** *Order through your Tobacconist or send remittance direct to us. Postal Address:—14, Lord Nelson Street, Liverpool.*

Kenilworth Cigarettes

COPE BROS. & CO., LTD.,
LIVERPOOL AND LONDON,
Manufacturers of High-class Cigarettes.

ON THE PALESTINE FRONT: A DRAMATIC FINALE TO AN AIR-FIGHT.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



CAVALRY OF THE EARTH FINISH THE WORK OF CAVALRY OF THE AIR: GALLOPING IN TO CAPTURE AN ENEMY AIRMAN BEFORE HE COULD BURN HIS FALLEN PLANE.

A neat and dramatically complete piece of work, in which the honours were divided between our cavalry of the earth and our cavalry of the air—as airmen have been called—is shown in this illustration. The scene was on the Palestine front, at sunrise one morning not long ago. An enemy airman was intercepted and brought to action by one of ours, the result of the duel being the "crashing" of the enemy plane. As has happened before in similar circumstances on the Palestine front, a cavalry patrol of ours, out in the neighbourhood, on seeing the air battle, made for the locality where, if either airman came down, the machine would fall. They arrived as the enemy plane fell. The crash killed the observer, and the cavalry were in time to make the enemy pilot, who was uninjured, put up his hands before he succeeded in setting fire to the wreckage of the aeroplane, as he tried to do. The victorious British plane is seen circling overhead.—*[Drawing Copyrighted in the United States and Canada.]*



THE tall cut Wines are richly cased in two or three colours, and are greatly used in odd colours, or as a colour scheme, giving tone to the table, where flowers or other decorations fail. They are used for any sparkling wine, and range in price from **16**/- to **64**/- each. And like the Liqueur Glasses can be sold singly, which enables one to select from time to time, and so get together a very choice collection.
The Liqueur Glasses are from **15/6** to **48/6** each.

EXQUISITE GLASS VALUES AT WARING & GILLOW'S

THE examples illustrated are only given to indicate the wide range of designs you will find in our Galleries. In an illustration it is impossible to give any idea of the delicate colourings of China or the perfect cutting of the Glass. A visit to our Galleries will convince you of the charm and design of our China and Glass and the reasonableness of the prices asked.

Many other examples of beautiful glass can be seen at our Galleries.

WARING & GILLOW LTD

Furnishers & Decorators to H.M. the King

164-180, OXFORD STREET, LONDON, W. 1.

THE SPECIMEN ITEMS ONLY INDICATE THE VALUE.

Telephone: Museum 5000. Telegrams: "Warison," London.

Take your Organisation problems to K&J

A CRITIC of Walter Bagehot wrote that he had a genius for seeing the obvious facts Many organisation problems are unsolved because facts that stare one in the face go unrecognised

Firms engaged in "Essential" War Work have first consideration "Turn to K & J"

This is very true in connection with Filing Everybody in the firm, from principal to office boy, handles papers If the Filing system is weak this fact lies at the root of delay and error

Bad Filing permeates the whole of a business

The solution of the trouble is perfectly simple and easily demonstrated By adapting to your business that *Unit Principle*, which is the basis of K & J Filing System, we guarantee to put this part of your organisation straight



Call at the nearest K & J Show Room and let us talk it over with you

Get in touch with K & J and Organise for Efficiency

Kenrick & Jefferson

Birmingham—20 Temple Street
Cardiff—5 Church Street
Leeds—82 Albion Street
Leicester—19 and 20 Corridor Chambers, Market Place
Liverpool—30 Castle Street
Head Office—West Bromwich
Belfast—Scottish Provident Buildings Donegall Square
Glasgow—166 Buchanan Street
Manchester—7 Blackfriars Street
Newcastle—St Nicholas Square
Sheffield—28 Change Alley
Swansea—3-5 Goat Street

LONDON - 22 St Andrew St Holborn Circus E C 4



Satisfied

It is a common experience for a mother to try several foods for her baby before finding the right one.

Savory & Moore's Food has so often proved to be the only Food baby could take, though many others were tried, that it has very special claims to be regarded as the "right" food, and the mother who decides to give it a trial will find baby will take to it at once, and thrive so well on it that there will be no need to make a change, and she will be relieved of further anxiety.

Send 2d. in stamps for postage of FREE SAMPLE to Savory & Moore, Ltd., Chemists to The King, 143, New Bond St., W.1

SAVORY & MOORE'S FOOD

NEW NOVELS.

"The Crescent Moon." One of the best books of the year has been "Marching on Tanga," and we are delighted to find Mr. Francis Brett Young making use of the same material for the setting of the story of "The Crescent Moon" (Secker). Those who know his work will not need to be told that he excels in reproducing the atmosphere of strange, far places, and that he, as Browning did, discerns "the old trick" with a poet's compassion and a poet's insight. "The Crescent Moon" purports modestly to be no more than a "shocker"; but if all novelists wrote shockers of its style and enchantment, more serious writers would have to look to their laurels. It is a story of German East Africa, and incidentally a moving little study of a certain type of missionary—fanatical, foolish, ignorant, and doomed to failure by reason of an excess of sincerity and zeal. Of such stuff are martyrs made, and James was possibly almost an exact replica of some of the early Christian martyrs. Another type, in which also we cannot but be struck by the truth, is Godovius, the German planter, the man who was a super-man in the drive of his personality. The one-armed hunter, M'Crae, was a finer embodiment of human power, after all, when he won through the desert and saved Eva, and returned to keep his parole and go down to death alone; but Godovius flashes upon the eye and rings in the ear, as a German would wish to do. "The Crescent Moon" stands out as a novel of merit, even among Mr. Martin Secker's novels, with their distinctive airs and savour.

"Lady Mary's Money." How John Henry Smith (a pseudonym) came to be heir to the Peerage of Walberswicke on the demise of one Lady Mary Walberswicke is a puzzle that even Burke, we fancy, would prefer not to try to answer. Mr. G. B. Burgin airily says it was due to "some complicated side issue known only to lawyers," and leaves it at that. Perhaps Lady Mary was actually a Countess of Walberswicke in her own right, and was self-styled Lady Mary—she was a masterful and eccentric old lady. In any case, she and her title, and her heir, are all taken in his stride by Mr. Burgin, who is before all things a sprightly—not to say dashing—writer. He can be honey-sweet and sentimental, and he can be funny—oh, as funny as the ladies please. Thus: "The Rev. Hardicanute Dix, in spite of his appetite, was thin and very dark. A legend still obtained among his contemporaries that, when a small boy, he had swallowed a live frog, and that the frog abode with him and monopolised more than his fair share of their mutual sustenance." The sentence is a good specimen of the author's manner, and it will be seen that sprightly is the word that fits him. "Lady Mary's Money" (Hutchinson) will, no doubt, be as popular as Mr. Burgin's other books.

"The Unguarded Hour." The charming young woman on the cover of "The Unguarded Hour" (Cassell) gives promise of romantic alarums and excursions inside, and the promise finds ample fulfilment in Mr. A. W. Marchmont's exciting plot. Few lovers have as breathless a chase after the Well-Beloved as Frank Carton, whose "clear blue eye" first lighted on the beautiful maiden of the cover during a tour through the Trossachs. He was destined to pursue her in and out of a London gambling-den, in the gilded quarter of Grosvenor Square, and through adventures as many as they were marvellous. In a book of this kind no experienced reader fears for a moment to be let down with an unhappy ending, and, with such a conviction firmly seated, he can face any number of separations and misunderstandings. Mr. Marchmont knows how to keep the pace going smartly. "The Unguarded Hour" is a lively light novel.



"THE EMPIRE'S HONOUR": A PATRIOTIC PAGEANT AT THE WHITE CITY.

A remarkable and very effective Pageant was held at Messrs. Waring and Gillow's White City factory recently, under the auspices of the Sidcup Athletic Club, in aid of the Boy Scouts movement. The performance of "The Empire's Honour," written by the Hon. Mrs. Gill, was organised by Mrs. W. G. Speck, of Sidcup, Kent, and was entirely admirable, both in the patriotic and inspiring nature of its theme and the admirable acting, everyone carrying out their parts to perfection. The Pageant keenly interested the large throng of munition-workers for nearly three hours, and reflected the greatest credit on Mrs. W. G. Speck and all who took part. Mr. A. M. Goldney, of Sidcup, arranged the orchestration of the piece, and the music was rendered with much artistic expression.

URODONAL

THE UNRIVALLED SPECIFIC FOR:

Rheumatism, Gout, Gravel, Calculi, Neuralgia, Sciatica, Arterio-Sclerosis, Obesity, Acidity.



The dawn of renewed, triumphant and happy youth is reflected in the bottle of Urodonal as in a magic mirror. Have faith in Urodonal and you will immediately see its good results.

URODONAL, prices 5/- & 12/-. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists & Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

PREMATURE OLD AGE.

PROF. FLEURY (of the Paris Faculty of Medicine) in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (*i.e.*, 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

The regular use of URODONAL induces the thorough elimination of uric acid, cleanses the kidneys, and removes impurities. It is for those who avail themselves of its benefits, the dawn of a period of renewed, triumphant and happy youth which is reflected in the bottle of URODONAL as in a magic mirror. Have confidence in URODONAL, and you will quickly reap your reward.

DR. DAURIAN,
of the Paris Medical Faculty.

Agents in Canada: Messrs. ROUGIER FRÈRES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: Monsieur GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Bldg., Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON and CO., 8, Clive Street, Calcutta.

JUBOL

Physiological Laxative.

The only agent that effects the functional "re-education" of the Intestine.

JUBOL Cleanses the Intestine,
Prevents Appendicitis and Enteritis,
Relieves Hæmorrhoids, Prevents Obesity.

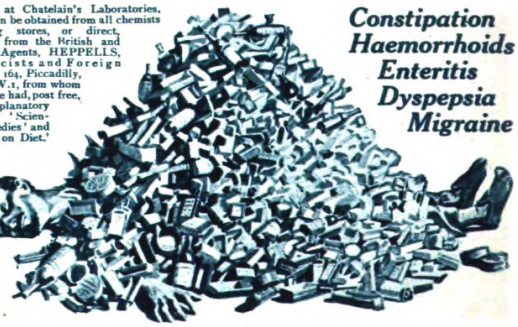
MEDICAL OPINION:

"JUBOL is an excellent combination of active agents for the treatment of intestinal disorders. It is highly successful for chronic constipation, re-education of the intestine, and facilitating the digestive process, while it assists in preventing the development of entero-colitis. Its well-established efficacy deserves the attention of physicians as well as sufferers to the merits of JUBOL."

Dr. JEAN SALOMON, Paris Medical Faculty.

Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets: 'Scientific Remedies' and 'Treatise on Diet.'

Constipation
Haemorrhoids
Enteritis
Dyspepsia
Migraine



JUBOL, price 5/- per box; complete course of six boxes 29/6

POISONED BY PERNICIOUS PURGATIVES!

On Allotment or Garden.

Rhubarb—the first crop!

Health-giving and delicious with BIRD'S Nutritious Custard.

Rhubarb is more than usually luscious this mild Spring. It is not only generously rich in its healthful juice, but less acid.

Bird's Custard and Rhubarb both 'feeds' and invigorates. It is spring food of highest health value. In War time, no dish combines so much good food and good health at such small cost.

Bird's *Nutritious* Custard

enormously increases the food-value of milk. *Have it to-day with Rhubarb.*

You can laugh at sugar shortage! **BIRD'S Custard made with two good tablespoonfuls of sugar is sufficient sweetening for Rhubarb.**



"BEAUTIFULLY COOL AND SWEET SMOKING"

Player's Navy Cut Tobacco

Packed in varying degrees of strength to suit every class of smoker

	Per oz.
Player's Gold Leaf Navy Cut - - -	8½d.
Player's Medium Navy Cut - - -	
Player's Tawny Navy Cut - - -	
PLAYER'S "WHITE LABEL" NAVY CUT -	7½d.

Also **PLAYER'S NAVY CUT DE LUXE** (a development of **Player's Navy Cut**) packed in Airtight Tins

2-oz. TINS **1/9** — 4-oz. TINS **3/6**

PLAYER'S NAVY CUT — REGISTERED No. 15,620

Player's Navy Cut Cigarettes

HAVE A WORLD-WIDE REPUTATION

They are made from fine quality Virginia Tobacco and sold in Two Strengths—

MILD AND MEDIUM

MILD (Gold Leaf)		MEDIUM	
100 for 4/6	50 for 2/3	100 for 3/5	50 for 1/9½
24 for 1/1	12 for 6½d.	20 for 8½d.	10 for 4½d.

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES

These Cigarettes (and Tobaccos) are also supplied at DUTY FREE RATES for the purpose of gratuitous distribution to wounded Soldiers and Sailors in Hospital

Terms and particulars on application to— JOHN PLAYER & SONS, Nottingham

P703 Branch of the Imperial Tobacco Co. (of Great Britain and Ireland) Ltd.

Don't use dear eggs because the recipe says so—use instead Goodall's Egg Powder, which cuts the cost in two and gets over all FLOUR troubles

IF only everyone would read Miss Wright's report below there would be no more grumbling about the unaccustomed flour we are getting now-a-days — it is highly nourishing, and, as Miss Wright says, with Goodall's Egg Powder you can easily tame it into good behaviour—and save ¾ of the cost of eggs into the bargain. Instead of using the 2 or 3 eggs your recipe probably called for, just use *one* (or even omit eggs entirely) and a 1½d. packet of Goodall's Egg Powder. You will then get cakes practically as light and tempting and delicious as your pre-war ones—at practically pre-war cost. Cookery Schools and up-to-date homes all over the Kingdom are using Goodall's Egg Powder generously. Why not begin to do the same, and begin to save *your* money?



Elsie MaryWright "Cordon Bleu" Medallist of the National Training School of Cookery; Domestic Editress "Everywoman's Weekly," &c., &c., and one of the best known cookery experts in London

Miss Wright reports: ***"With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty . . . . its great advantage over other Egg substitutes is that it contains a minimum of baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates."***

1½d. packets; 7d. and 1/2 tins.

Write us if your grocer hasn't it.

Goodall, Backhouse & Co., Leeds

LADIES' PAGE.

I AM sure we shall all be interested to know that General Ashmore, the officer responsible for the Air Defences of London, agrees with the view expressed in this column a few weeks ago: that the remarkable coolness and courage which our British women display during the enemy's bomb-dropping raids on civilian homes is sure to be a real disappointment to those—well, those Germans! General Ashmore says that he "believes in annoying the Hun, and that nothing can annoy or discourage the 'stout hearts' of the German Flying Corps more than to know that the much-sought-after 'moral effect' is a negative quantity." Not a day passes without adding its stone to the cairn of commemoration of our London women's courage. Here is one of the directors of the Coliseum describing how Miss Ellen Terry was reciting Shakespeare at that theatre when the bombs and the guns were roaring outside, and neither the speaker's voice nor the interest and attention of the audience flagged for a moment. Then comes a homely poetic effort celebrating the ladies' orchestra at another house of entertainment under similar circumstances—

Calmly the girls still play;
Who would not wish to stay
When they thus show the way?
Here's to their pluck and grit,
Playing whilst heaven 's split;
Fear? Not a tiny bit!
British girls all!

And so runs on the excellent record! But what is in the souls of the brave, calm women? Not once, nor twice, nor thrice, have I heard the same quiet answer made by a girl when complimented on having shown courage; it was to this effect: "But I think of what the boys are bearing out there! It would be a pity if I could not endure for a little while what they are standing all the time!" So, indeed, does any greatness in either sex stimulate and encourage the other. When Jeanne d'Arc was asked at her trial by what "witchcraft" she had made her troops perform such valorous deeds, she replied simply, "I called to them to come on, and then I went on myself!" So let the brave men fighting for us all the world over know that they help us to be brave, we home women, by their splendid example. London is, in fact, quite as full as it usually is at this season; charity matinées and other functions almost daily reveal the continued residence of society women in the Metropolis. Her Majesty sets a noble example, for she is constantly about, and always has at her side her only daughter. It is unfashionable now for a woman to be cowardly.

Two hospitals for women have been amongst the recent claimants for royal help and public support. The Queen, looking handsome in black, with skunk furs, and a red velvet toque with a wreath of shaded red flowers, attended a matinée for the benefit of the Chelsea Hospital for Women. Princess Louise, Duchess of Argyll, was present at an influential meeting held at the New Hospital for Women in Euston Road (which has women doctors and students only) to promote the raising of an endowment fund for the institution as a memorial of the late Dr. Elizabeth Garrett Anderson. She was not the first woman to enter on medical practice in London; that distinction belongs to Dr. Elizabeth Blackwell, who was by birth an Englishwoman, but was educated and took her degree in the United States. Dr. Garrett Anderson was, however, the first woman to obtain a British medical degree; it was only the Licentiate of the Apothecaries' Company, but it sufficed to admit her to the Medical Register, and she opened a free dispensary for women, which in course of time was absorbed into the New Hospital for Women. Queen Alexandra, as Princess of Wales, laid the foundation-stone of the present building in Euston Road in 1889. It is hoped now to endow fifty beds in memory of Mrs. Anderson, and several large girls' schools and certain sections of women are undertaking each to raise the funds for one bed. The Queen's College bed is already fully subscribed for by the ex-pupils of that college; and the Domestic Servants' bed, the Theatrical Ladies' bed, and others are well under way. Lady Hall, Treasurer, at the hospital, asks for subscriptions. The appeal booklet gives an interesting list of medical women connected as students or doctors with the hospital who are now serving with the Army. The Military Hospital in Endell Street, London, with 520 beds for wounded soldiers, is entirely staffed by women surgeons and others are serving in recognised war hospitals in Malta, France, Belgium, and other Allied countries. FILOMENA.

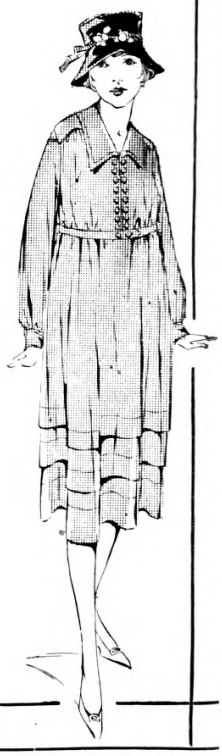


Sole Proprietors and Manufacturers: OXO Limited, Thames House, London, E.C. 4.

PRACTICAL
FROCKS
FOR GIRLS
AT
352-354, OXFORD ST., LONDON, W.1

MADE in our own Workrooms from rich quality materials, these Frocks will be found most becoming for girls of 12 to 16 years.

GIRL'S FROCK. Cut on simple lines, and made in best quality heavyweight Silk Crepe-de-Chine. Bodice daintily finished with buttons and skirt with tucks. In a good range of colours. For girls of 12 to 16 years.
Price—
£5 15 6



NOTE.—This establishment is closed on Saturdays.

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W 1

The FRENCH Natural Mineral Water.



VICHY-CÉLESTINS

for disorders of the LIVER:
GOUT, GRAVEL, DIABETES,
RHEUMATISM and all ailments
arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

FRENCH GOVERNMENT

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

Wholesale Agents: INGRAM & ROYLE, Ltd., Bangor Wharf, Belvedere Road, London, S.E.; and at Liverpool and Bristol.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA

MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

The Dangers of INFECTION



Overheated and overcrowded rooms or buildings, exposure to cold, and mental and physical fatigue; each represents conditions which are favourable to attacks of the *Bacillus Influenzæ*

Whenever these conditions are met, the ill effects of the germ attacks can be neutralised if one or two EVANS' PASTILLES are allowed to dissolve in the mouth when the danger threatens.

EVANS' *Pastilles*

the effective precautionary measure against the microbes of Influenza, Catarrh, Diphtheria, Pneumonia, etc.

The unique antiseptic properties possessed by EVANS' PASTILLES and the natural resistance against all microbes which attack the mouth and throat, and loosen any mucous secretions which may be present.

TRENCH ODOURS EVANS' PASTILLES are splendid for preventing the unpleasant effects which result from trench odours, and they are invaluable for service conditions. Send a tin to the Front.

Warning: *See the "raised bar" on each Pastille. None are genuine without this mark.*



Obtainable from all Chemists and Stores, or post free from the makers, **1/3** per tin.

Evans Sons Lescher & Webb Ltd.,
56, Hanover Street, Liverpool. W1

ENERGY and PERSISTENCE

The great need of to-day is for energetic, persistent and efficient workers who are not deterred by difficulties. The exercise of these qualities makes great demands upon the human body: demands which may be met with the assistance of 'BYNOGEN.' 'BYNOGEN' is rich in Milk Protein, the most powerful of all body-builders; in phosphorus, the nerve builder; and in malt products which supply energizing carbo-hydrates. All these are combined to form a perfect concentrated food alike for hard workers and growing children.

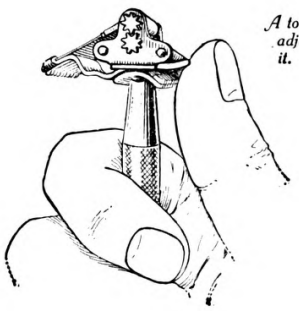


'Bynogen'
Trade Mark
Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

ALLEN & HANBURYS Ltd.
Lombard Street, London, E.C. 3

Established in the City of London, A.D. 1715
B57



A touch adjusts it.

Save money by keeping a "Valet"

This seeming paradox is true if your valet is the "Valet" AutoStrop Safety Razor. It is the only safety razor with a self-contained automatic stropping device, enabling you to renew the edge daily by just 10 seconds' stropping.

Besides saving blades, you gain in personal comfort, for the keen stropped blade of the

"VALET" *AutoStrop* Safety Razor

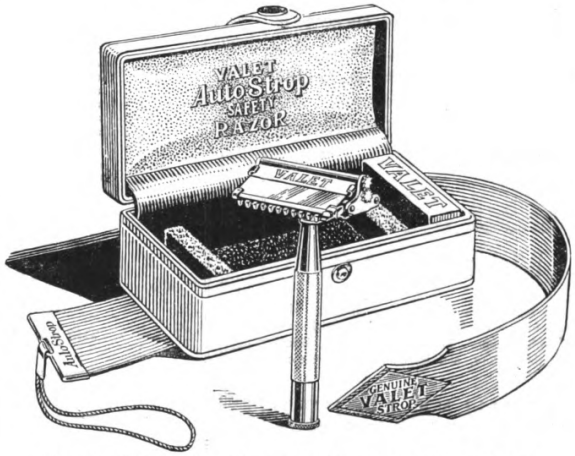
can be kept in the pink of condition.

Instantly adjustable, and designed for easy cleaning, the "Valet" AutoStrop Safety Razor is as great a comfort to the busy civilian as to the man in naval blue or khaki.

THE STANDARD SET consists of heavily silver-plated self-stropping "Valet" Safety Razor, twelve genuine "Valet" Blades, and "Valet" strop; complete in handsome case **21/-**

Of all high-class dealers throughout the world.

The AutoStrop Safety Razor Co., Ltd., 61, New Oxford St., London, W.C.1.
And also at New York, Paris, Milan, Sydney, Dublin, Toronto, &c.



The word "Valet" on Razors, Strops, and Blades indicates the genuine product of the AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C. 1.

SHORTAGE OF GOLD.
Highest prices now given for old Gold and Jewellery of any sort.

S. SMITH & SON, LTD.

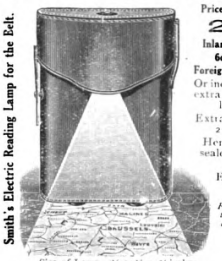
Holders of 5 Royal Warrants. *Est. 1851.*
Watch & Chronometer Makers to the Admiralty.

Luminous 'Allies' Watch Unbreakable Front

No more Broken Watch Glasses! WHY ? ? ?
Because it is impossible to break the Front!



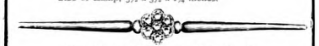
£4 4 0 Guaranteed Good Timekeeper Jewelled Lever Movement. **£4 4 0**



Smith's Electric Reading Lamp for the Belt.

Size of Lamp, 5½ x 3½ x 1¾ inches.

Price Complete **25/-**
Inland Postage, 6d. extra.
Foreign 1/- extra.
Or including one extra bulb in lid, 2s. -
Extra batteries 2 - each.
Hermetically sealed in Tin box.
Extra bulbs 1/6 each.
Further particulars on application.



Fine Diamond Brooch, **£5 15 0**



Fine Sapphire and Diamond Ring, **£4 15 0**

A fine Assortment of RINGS AND JEWELLERY Always in Stock



Fine Double Cluster Diamond Ring, **£10 10 0**

Grand Hotel Bldgs., Trafalgar Sq., W.C.
West End Branch—68, Piccadilly, W.C.
Please write for Special List of Accessories for the Front.



He will 'look a picture'

in this useful little suit—and it will wear well.

L.L.N. 155.—Little Boy's Suit, to fit child of two to two-and-a-half years, made in Zephyr and Harris Linen, smocked front and sleeves, and fancy stitching with pockets to finish this dainty garment. Also made with full knickers, for tiny girls. Colours: Pink and Blue, in Harris Linen, price **21/9** each. In Zephyr, price .. each **18/11**

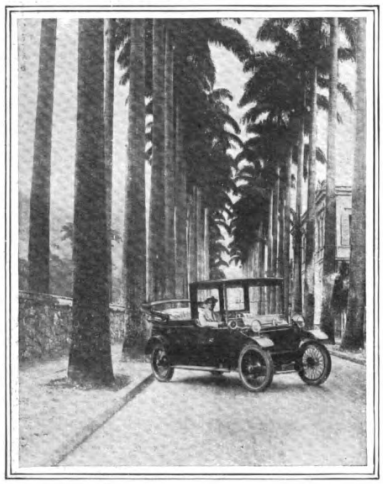
Robinson & Cleaver
LTD.

The Linen Hall, Regent Street, London, W. 1.

THE CHRONICLE OF THE CAR.

Substitutes for Petrol.

A story came from France the other day to the effect that someone had discovered a process for obtaining a workable substitute for petrol from coal-oil. According to certain of our own newspapers, which took up the idea with avidity, the whole fuel situation was on the verge of revolution, and we should be for ever and a day completely independent of all overseas sources of motor-fuel supply. When the story was dissected down to its bare bones, there did not seem to be so much in it. So far as it was possible to discern through the mist of exaggerations with which the report was surrounded, all that appears to have happened is that somebody has taken out a patent for a new process of recovering the light spirits by the "cracking" of heavy oils. I need hardly say that there is nothing at all new in this. When the war broke out there were quite a number of experimental plants running in England, all of them successfully recovering more or less fuel-spirit by "cracking" processes. Moreover, more than one of these processes looked very much like eventuating into really commercial propositions; but, of course, the outbreak of war completely stopped, for the time being, experiment along the lines indicated.



TOURING IN BRAZIL.: WITH A LANCHESTER CAR.

All keen motorists feel that the delights of touring are only postponed, and look forward to the resumption ere long of their pleasant habit. Our photograph shows a first-class Lanchester car in a palm avenue in Brazil. But it may be suggested that tours just as interesting are available in our own country for the good days that are not far distant.

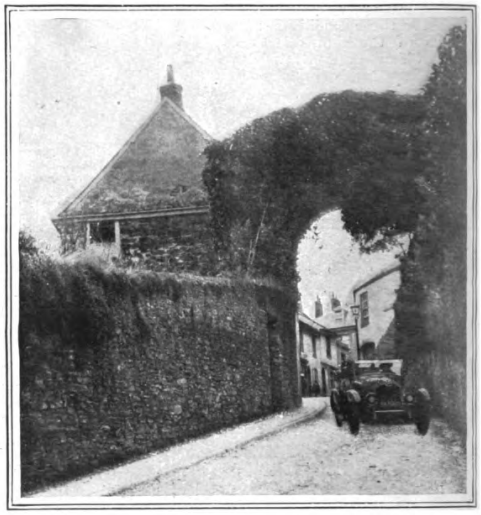
Certain of these experiments were, however, resumed some time ago at the instance of the Ministry of Munitions, and, I understand, with very satisfactory results. I am told that experiments in the carbonisation of cannel coal have given results far in advance of the most sanguine anticipations of previous times in the matter of yield of ammonia and other by-products, which pay for material and working costs. Further, production on the system employed can be effected with ordinary gas-works plant, with but little alteration and addition. If all these things are as I am assured, then it is clear that we are well on the way to at least a partial solution of the problems besetting the home-produced fuel question. There is no lack of the raw material in these islands—the only thing is to speed matters up and get on with large-scale production without delay. It will pay us far better to develop these resources, which lie all ready to hand, than to waste time in boring for oil which may or may not be there. Not, of course, that we should neglect the possibility of the existence of a British oil-field, but we certainly ought not to allow production from all and every other source to wait on the results of experimental borings which will take months to sink and prove.

The Provincial Clubs and "Union."

I have been rather taken to task for my remarks anent the provincial clubs and the suggested "union" between the R.A.C. and the A.A. By some they seem to have been construed into an insidious attack on the clubs, though how that has come about, I am really at a loss to imagine. Indeed, I expressly disclaimed any intention of the sort. In any case, it seems to be quite premature to begin upon a discussion of details before we have the basic principles settled. First let us get those concerned to approve in principle of the idea of union, and we can then get down to the discussions of ways and means—and, incidentally, of such difficulties as the relations between the Club and its associated bodies. The only reason I mentioned the latter at all was because I am very sanguine of the outcome of the suggestion for union; and as the subject seemed to me—and still seems—one of considerable difficulty, I thought it as well to put it forward so that, when the time comes, we shall not, so to say, be taken unawares.

So far, I have not heard a whisper of how the idea is regarded in the circles that matter. Nevertheless, I have an idea that it has not been received with an entire want of sympathy, for the reason that the sponsors have not received the usual *dementi* from either side, with which one has become so familiar in the past when important suggestions from outside failed to meet the approval of one side or the other. It would be a great thing, a wonderful thing, for British automobilism, if a real union of working forces between the two premier bodies could be consummated.

W. W.



A PICTURESQUE CONTRAST: YESTERDAY AND TO-MORROW.

Our photograph shows a picturesque contrast—the ancient beauty of the Western Gateway of Totnes town, Devon, with a handsome, thoroughly up-to-date Crossley car passing beneath it. The incident tells its own story, and suggests the sort of scene which will again, ere long, gladden all motorists.



Most People Would Like

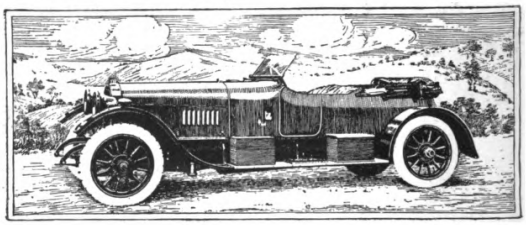
to foretell the future. Many of them try, with what degree of success is known to themselves. But in this everyday world of facts, it is the *known*, and not the unknown, that counts. That is one of the reasons for the popularity of

Wood - Milne
Motor Tyres

Here is no mystery, no uncertainty. They are what they claim to be—a union of the finest materials with the best workmanship. Their future is known before they leave the factory, and is summed up in the one word—SERVICE.

WOOD-MILNE, LIMITED
21, ALBION ST., GAYTHORN, MANCHESTER
Telephone: City 8774. Telegrams: "Wudmiln," Manchester, London, Preston, Newcastle, Bristol, Birmingham, Glasgow, Belfast, Dublin, Calcutta, Bombay, Johannesburg, Vancouver, &c.

M 564



SUNBEAM

When the entire engineering resources of the nation are being devoted to producing munitions, the fact of a firm being Contractors to the Admiralty or War Office is not necessarily a mark of distinction. That depends wholly on the nature of the munition supply. From the commencement of the War the Sunbeam Company's activities have been devoted to supplying the British and Allied Governments with cars, ambulances and

SUNBEAM - COATALEN AIRCRAFT ENGINES

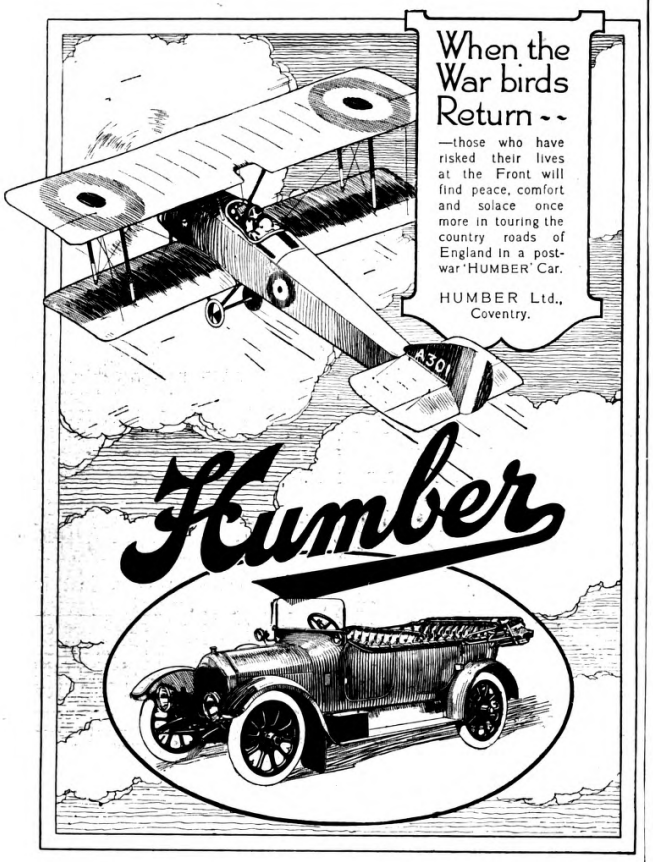
—all exclusively evolved by the firm's costly, elaborate, and lengthy experimental work.

Priority of delivery of the post-war Sunbeam will be secured by the receipt of your enquiry now.

THE SUNBEAM MOTOR CAR CO., LTD.,
WOLVERHAMPTON.

Manchester Showrooms: - 106, Deansgate.

London and District Agents for Cars;
J. Keele, Ltd., 72, New Bond St., W. 1.



When the War birds Return - -

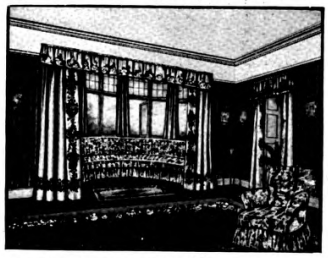
—those who have risked their lives at the Front will find peace, comfort and solace once more in touring the country roads of England in a post-war 'HUMBER' Car.

HUMBER Ltd., Coventry.

Humber

The Home Beautiful

Telegrams: "Greatly London." FURNISHING SPECIALISTS CABINETS, UPHOLSTERY, CURTAINS Telephone: 1829.1830. Battersea.



CRETONNES CASEMENTS

WILLIAMSON & COLE'S Collection of CRETONNES, TAFFETAS, AND OMBRES consists of hundreds of designs in beautiful floral and old world effects suitable for Curtains and Loose Covers.

CRETONNES, 31 ins. wide from 9½d. per yd.
PRINTED COTTONS, 50 ins. wide, from 2/9 per yd.
TAFFETAS AND OMBRES from 2/6 to 14/11 per yd.
CASEMENT COTTONS, WOOLS AND SILKS in great variety, from 11½d. to 6/11 per yd.

Resist Tropical Sun "Sunbrut" UNFADABLE FABRICS Sea Air and Washing.

"SUNVEIN" COTTON, 31 ins. wide, from 1/4½ per yd.
"SUN-BRAE" TWILL, 50 ins. wide, from 3/6 per yd.
"SUN-WEAVE" COTTON. Heavy Fabric, 50 ins. wide, 3/11 per yd.
"SUN-CREAL" REP. Particularly fine value, 50 ins. wide, 3/11 per yd.
"SUN-SHEEN" CASEMENT CLOTH. The effect of Silk, 4/3 per yd., 50 ins. wide.
"SUN-IOOYLE" TAFFETA, 50 ins. wide, from 5/9 per yd.
"SUN-BRIGHT" SATIN 50 ins. wide, from 5/6 per yd.
"SUN-MAIN" DAMASK, 50 ins wide, 6/6 per yd.
EVERY LENGTH GUARANTEED.

THE 'COLEVILLE' CHAIR.



THE "COLEVILLE" CHAIR.
Well upholstered. Covered in plain Cotton, with Loose Cover in Cretonne at 1/6 per yd. 73/9

PATTERNS POST FREE.

Williamson & Cole Ltd
HIGH STREET, CLAPHAM S.W. 4.

Petrol Economy with the
CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1

Rough roads don't trouble Palmers—which have the famous Palmer Cord Foundation, which minimises internal friction, and the finest tread ever moulded on to a tyre. No need to buy foreign tyres after the war.

PALMER CORD TYRES

Made in all sizes with the original three-ribbed rubber and the steel studded treads

Write now for the Booklet "Palmers, Petrol and Power," which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

THE PALMER TYRE, LTD.
119-123, Shaftesbury Ave., London, W.C.2

Branch Depots: Birmingham, Coventry, Glasgow, Leeds, Manchester, Nottingham.





BLACK TULLE HAT, as sketch, with pleated band of satin ribbon, and finished with pearl pin. Can be made in any colour.

DEBENHAM & FREEBODY
Wigmore Street (Cavendish Sq.), London, W. 1.

NOTE.—This Establishment will be closed on Saturdays until further notice.

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.

SERIOUS SHORTAGE OF MOTOR DRIVERS
FOR WORK OF
URGENT NATIONAL IMPORTANCE.
500 LADIES WANTED
17 to 45,
TO LEARN IN THE SHORTEST POSSIBLE TIME.
Call or send post-card for full particulars.
THE BRITISH SCHOOL OF MOTORING, LTD.,
Coventry House, Coventry St., Piccadilly, W.
(Opposite Prince of Wales' Theatre.)

Myers' Silver Series



SMOOTH AND VELVETY, WITH EASY GLIDING ACTION. THE PENS FOR RESTFUL WRITING.
Assorted 6d. Sample Box
OF ALL STATIONERS
Or post free, Sevenpence, from Manufacturers
M. MYERS & SON, Ld., Charlotte Street, Birmingham.

Foster Clark's
Best Substitute for Meat
2d Soups

THE PLAYHOUSES.

MR. HALL CAINE'S "PRIME MINISTER." AT THE ROYALTY.

EXPERIENCE has taught us to expect melodrama from Mr. Hall Caine as playwright, and there is room now as always for the solid, downright kind. Unfortunately, the Manx author is too apt to overload his scenes; never leaves anything to the imagination, and so surfeits us with sensations. Also he is not content to stand by the conventions of the popular play, and give us consistently strong-coloured characters—black or white, good or evil. Mr. Caine's piece, to be sure, has its moments—a Cabinet waiting reply to an ultimatum, a gang of "enemies in our midst" not acting more extravagantly than evidence seems to warrant, cross-examinations of the fickle heroine by the Premier, and finally the heroine's sacrifice of her life to save that of the Minister; but there is no real clash of ideals, no resolute conflict between opposing wills and types, and therefore no clean-cut effects. Margaret Schiller, for instance, passes quickly from vows of hate to humble contrition, from pride in English feeling to a consent to assassination, from assisting in murder to martyrdom; and not all Miss Ethel Irving's magnetic charm and command of tears can make her more than picturesque or less than unconvincing. Similarly Mr. Hallard lends his rôle an air of notable distinction; but what are we to think of a Prime Minister credited with iron will who accepts an impostor into his household, gives her the key of his garden when she has broken her word, and lets off a would-be assassin (and, presumably, spy associates also) for the girl's sake?

"BY PIGEON POST." AT THE GARRICK.

Unlike the Royalty war play, that at the Garrick is sound, consistent stuff of its kind. Here is a play of German spies working their dangerous game amongst French officers—a tale of plots and counter-plots, of maps and secret codes, of villany momentarily successful and virtue under defeat simulating shell-shock and gaining the help of love; melodrama of the right sort. Mr. Arthur Wontner, so gallant and full of resource as the officer whose system of pigeon-post is threatened with ruin; Mr. A. E. George as the actor-spy who maintains his bravado even to the moment of execution; Miss Madge Titheradge, cast for the rôle of a girl-doctor heroine; Miss Dorothy Lane, delightful as a teasing minx, and Mr. C. V. France no less charming as the General this chauffeuse "cheeks" and cossets; not to mention Miss Kate Phillips, Mr. Hugh Buckler, and Mr A. S. Homewood, all well employed—have good material on which to work. The odds seem all in favour of "Austin Page's" spy-drama.

"ROMANTICISMO." AT THE COMEDY.

Two treats were afforded the playgoers at the Comedy on a recent afternoon. One was a treat of declamation, for which English actors have been responsible, appearing in an Italian play. The other was the hearing of a live drama turning on one of the great problems of to-day's world-politics. Rovetta's story in "Romanticismo" may be technically concerned with the famous "Risorgimento" movement of sixty years ago. But its theme of a free and united Italy makes an appeal to emotions that are as potent now as in the era of Garibaldi, and, by a happy chance, symbolises the effort of a great people in this earth-shaking war. So that behind all the really poignant interest of the playwright's actual play, another influence seems at work: behind the fate of its patriot heroes, Ansperti and Lamberti, we feel Italy of the present hour aspiring, protesting, struggling. But though circumstances have thus played into the hands of all concerned in the production, the piece has deserved its luck, and deserved to be known outside the country of its origin. It has been interpreted here both by an Italian and by an English company, and it is pleasing to be able to record that our English players, under Miss Edith Craig's direction, came with flying colours out of the ordeal of a play essentially rhetorical. Conspicuous among them were Mr. Cowley Wright, Mr. Martin Lewis, Mrs. Saba Raleigh, and Miss Ruth Bower.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months including Christmas Number,	£2 4s. 8d.
	Six Months, £1 12s. 8d.; or including Christmas Number,	£1 3s. 6d.
	Three Months, 10s. 10d.; or including Christmas Number,	12s. 5d.
CANADA.	Twelve Months including Christmas Number,	£2 6s. 10d.
	Six Months, £1 2s. 9d.; or including Christmas Number,	£1 4s. 7d.
	Three Months, 11s. 9d.; or including Christmas Number,	12s. 9d.
ELSEWHERE ABROAD.	Twelve Months including Christmas Number,	£2 11s. 3d.
	Six Months, £1 5s. 0d.; or including Christmas Number,	£1 6s. 3d.
	Three Months, 12s. 6d.; or including Christmas Number,	13s. 10d.

GOOD HEALTH

IS THE GREATEST OF ALL ECONOMIES:

ENSURE ITS POSSESSION BY THE FREQUENT USE OF

SUPPLIED IN 1/6 SIZE ONLY

JOINTUS SALTS FOR MORNINGS. 1/6

JOINTUS SALTS

THE MOST PLEASANT AND SOOTHING APERIENT

suitable for persons suffering the pains of

CONSTIPATION

RHEUMATISM · ECZEMA
LUMBAGO · KIDNEY TROUBLE
GOUT · INACTIVE LIVER
SCIATICA · ARTHRITIS
NEURITIS · DYSPEPSIA

Half a teaspoonful in hot water before breakfast will make you

BRIGHT AND VIGOROUS FOR THE DAY.

Not a quack or secret remedy, but a scientifically produced salt, pleasant to take, and the analysis printed on the boxes and labels, which can be examined by your physician.

FROM ALL BOOTS' BRANCHES

SELFRIDGE'S, HARRODS STORES, WHITELEY'S, ARMY AND NAVY STORES, Timothy Whites, Henry Hodder's, Taylor's Drug Co., Ltd., and principal Chemists everywhere. If unable to procure "JOINTUS SALTS" from your chemist, send postal order or stamps 1/5, addressed to Department 11, THE JOINTMENT CO., NOTTINGHAM, when a 1/6 package of "JOINTUS SALTS" will be sent post free by return, together with a large trial package of "JOINTMENT" (the world's best embrocation for rheumatism, &c.), without extra charge. This offer is also made to readers abroad on receipt of British postal order 2/6 or unused postage stamps, the extra 1/- being required to cover the additional postage incurred on Overseas orders.

JOINTUS SALTS FOR MORNINGS. 1/6

Refuse Substitutes and firmly insist on "JOINTUS" SALTS. If unable to procure from Chemist or Stores, the same will be sent post free to any part of the United Kingdom on receipt of postal order 1/6 to the

JOINTMENT CO., 11 GOLDSMITH STREET, NOTTINGHAM, England.

Post Free to the British Colonies and any Foreign Country on receipt of 1/- Unused postage stamps accepted. If British Postal Orders cannot be obtained.

Packages of JOINTUS SALTS Post Free to U.S.A. and CANADA on receipt of $1.00

MAZDA

BRITISH MADE

One thing has been proved—no other lamp made saves more money in lighting. Therefore, use only Mazda

ELECTRIC LAMPS

SEEGEROL

FOR GREY OR FADED HAIR

"You simply comb it thro'"



Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, 2/6 the flask. Of all Chemists, Stores or Hairdressers, or direct from—SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.

KIT FOR THE 'EAST'

Value is measured not by what you pay, but by what you get for your money. The surprising wear-resisting qualities and comfortable fit of Tropical Uniforms from the **HOUSE OF GAMAGE** make them **double value.** They have always justified the faith placed in them and superiority has achieved for them a place beyond challenge.

To Officers proceeding to Egypt, Mesopotamia & Salonika

The following additional Kit is required:—	£	s.	d.
2 Khaki Drill Service Jackets ... ... at 37/6	3	15	0
2 Pairs Khaki Drill Breeches ... ... ,, 12/6	1	5	0
2 ,, ,, ,, Slacks ... ... ,, 14/6	1	9	0
2 ,, ,, ,, Shorts ... ... ,, 6/6		13	0
All sizes in Stock ready to wear.			
1 Wolseley Helmet	1	1	0
1 Portable Camp Bed	2	15	0
1 Bag for same		4	9
1 Pillow		4	9
1 Mosquito Net	1	0	0
1 Waterproof Sheet 7ft. 6in. × 4 ft.	1	5	6
1 Tripod Washstand, with Waterproof Basin, Bath & Bag ...	1	16	0
1 Folding Chair		13	0
1 Water Bucket		5	6
1 Valise or Kit Bag to hold above articles with owner's name painted on it	3	11	9
1 Pair Marching Boots	2	5	0
1 Pair Puttees		8	9
1 Haversack with Sling and Swivels		16	6
1 Aluminium Water Bottle		15	6
1 Lanyard and Whistle		2	6
1 Service Hussif		2	11
1 Hold-all		6	6
1 Combination Knife, Fork and Spoon		6	6
1 Enamel Cup		1	0
1 Field Service Pocket Book		1	0
1 Map Case		16	6
	£26	1	11

FJN

MILITARY CATALOGUE POST FREE ON REQUEST.

A. W. GAMAGE, LTD.

The HEADQUARTERS of MILITARY OUTFITTING

HOLBORN, LONDON, E.C.1

Stephenson's Furniture Cream



"Makes Polishing a pleasure"

Rowland's Odonto

The Best Tooth Powder, as it contains no acid or gritty substances.

WHITENS THE TEETH

Prevents and arrests decay: 2s. 9d. per box. Only a powder can clean or polish ivory. Of Stores, Chemists, and ROWLAND'S, 67, Hatton Garden, London

THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

IS NOT A DYE.

Sold Everywhere.

HIMROD'S ASTHMA CURE

If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal

HIMROD'S CURE FOR ASTHMA

At all chemists 4/3 a tin.

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c.

Wellington Emery and Black Lead Mills, London, S.E.1

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C. 2.—SATURDAY, APRIL 6, 1918. Entered as Second-Class Matter at the New York (N.Y.) Post Office.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4121.— VOL. CLII SATURDAY, APRIL 13, 1918. NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE GREAT BATTLE ON THE WESTERN FRONT: A RESCUE FROM A SHELL-HOLE.

An actual incident of the great battle is here illustrated. A German shell had burst near a British artillery officer, killing a non-commissioned officer and two men near him, and throwing him into a shell-hole. A moment later, another shell struck the same crater and buried the officer in the earth which it threw up. He was rendered unconscious; but fortunately the occurrence was witnessed by a Signalling Sergeant, who went to the rescue, and, with the aid of two Signallers, dug the officer out.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE GREAT BATTLE IN THE WEST: TROOPS, GU

BRITISH A



LATENT FORCE AWAITING ITS TURN TO COME INTO ACTION: BRITISH ARTILLERY RESTING BY A ROADSIDE.



BRITISH HEAVY ARTILLERY ON THE OISE FRONT: A COLUMN OF MOVING UP BY ROAD.



READY TO DISPUTE THE ENEMY'S PASSAGE: BRITISH TROOPS ON GUARD AT A VILLAGE STREET-BARRICADE.



THE CIVILIAN POPULATION IN THE WAR-ZONE: REFUGEES ON ROAD NEAR THE OISE FRONT.



THE SLEEP OF EXHAUSTION: GERMAN PRISONERS TAKEN BY THE FRENCH ON THE OISE.



"MEN WHO CAME BACK": A CHEER

The Germans have paid a terrible price for their advance, and one of their officers captured by the British at Ayette is reported to have said: "We shall want all the ground we get to bury our dead." Considerable numbers of prisoners have been taken, both by our troops and the French, as some of the above photographs show. But worst of all for enemy has been the execution done in his ranks by the artillery and machine-guns of the Allies. "As examples of the behaviour of our gunners," writes Mr. Perry Robinson, "th was the case of a battery of field-guns which fired with open sights on the advancing masses of the enemy, beginning from 800 yards' range downwards. They went on firing and kept mowing down the enemy in blocks till the Germans were within 25 yards, when the last gun was got away, and the whole battery was saved. In another case two batteries of 6-

ID REFUGEES ON THE BRITISH AND FRENCH FRONT.

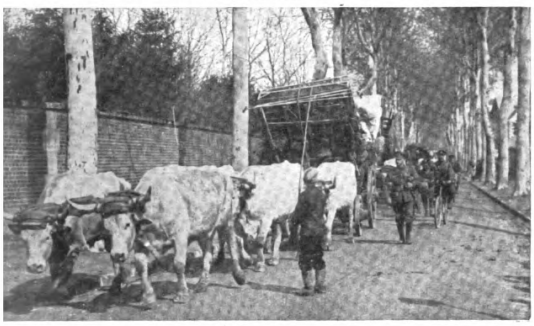
L PHOTOGRAPHS.



E OF OUR ARTILLERY THAT HAS CAUSED HUGE GERMAN LOSSES: BRITISH GUNS IN POSITION.



PREPARING TO STEM THE TIDE OF INVASION: BRITISH TROOPS BUILDING A BARRICADE IN A FRENCH VILLAGE.



DRAWN WAGON LOADS OF HOUSEHOLD GOODS: REFUGEES FROM THE OISE ON THE ROAD.



ON THE MARCH TO THEIR POSITIONS: A COLUMN OF BRITISH HEAVY GUNS MOVING UP.



RITISH SOLDIERS ROUND A CAMP FIRE E.



CAPTURED BY THE FRENCH ON THE OISE FRONT: A TYPICAL CROWD OF GERMAN PRISONERS.

itzers, near Morchies, completely broke up a heavy German attack." The big guns have been fought with equal resolution and effect. "The roads," says a "Times" correspondent the French forces on the Oise, "have been closed to all but the military, with one notable and pathetic exception—the troops of townsfolk and villagers whom it has been thought to evacuate, not only from the districts already occupied by the enemy, so far as that was possible, but also from a wide zone behind the actual front. . . . Astonishment fills me the extraordinary cheerfulness and courage with which they accept their enforced exodus from their homes. But they all look forward to victory and a speedy return. That is the e that not all the bombs of the enemy can drive out of their brave hearts."

FOOD CONDITIONS IN GERMANY.

By PERCY SHUTTLEWOOD.

IN Germany it is said to be impossible for people of moderate incomes to obtain the necessaries of life by honest means, and corruption permeates the entire Food Administration. A recent investigation led to the discovery of three "bread-ticket factories," which were producing thousands of spurious bread-tickets. A large trade is also carried on in genuine bread-cards no longer current. These are manipulated with the connivance of bakers.

Discontent caused by high prices is not by any means confined to Socialists or the working classes. The Bavarian Towns Union informed the Government of the dangerous state of affairs, and requested it to use its whole influence with the competent Imperial offices with a view to reduction in prices. The "Harvest Victory" over Roumania yielded only 630,000 tons of grain, whereas Germany in peace time imported 5,500,000 tons annually; and Wallachia barely feeds the army of occupation. On Jan. 28, Von Braun, Under-State-Secretary of the War Food Bureau, said, "Whether there will again be a temporary reduction in the bread ration is not yet clear." The statistics of the Breslau slaughter-house show that in Breslau, between April 1, 1916, and March 31, 1917, 741 dogs were slaughtered for food.

Essentially German qualities of respect for authority are vanishing. Growing crops are guarded by troops, and it is a curious fact that there are 5,000,000 more bread-cards in Germany than there are people. In July, 7,000,000 pigs were killed in the Empire without authority. In Munich alone, up to November, 10,000 unjustified invalids' cards had been issued. Von Waldow, in December last, sent 700 "missionaries" into the country districts "to dispel this pernicious misunderstanding."

The German Socialist Press is apt to paint dark pictures of conditions in Germany, and we must be cautious in our deductions. For instance, the Berlin Workers' Food Committee unanimously decided in December last that "If there is no improvement in the matter of feeding, the men neither could nor would go on working." It is a fact that the men are still working, and are likely to continue, despite the state of increased privation. Dr. Dienemann, Medical Adviser of Health for Dresden, states that last harvest year the rations, apart from nursing mothers and children under eight, never furnished more than half the number of calories requisite for efficient maintenance. Indeed, it may be stated that a large proportion of the German people have been getting little better than half-rations for one-and-a-half years. This does not apply to the upper and upper-middle classes, and the armament workers.

None of the three important rations—bread, meat, and potatoes—is very secure, and all may be reduced, and the next three months will be the hardest time the Germans have yet experienced; but the occupied territories will have to be cleared before Germany gives in for reasons of physical sustenance. In December last, Dr. Alter, of the Berlin War Food Bureau, said, "Sugar will fill the gap caused by the food shortage." However, there have been great difficulties over coal and labour for the refineries, and it is still doubtful how much will be refined; and the desired increase of ration has not yet been made. Fruit is stated to have been plentiful, and a good deal of jam has been made; and the authorities have promised that this year there will be no more than last winter's "War jam" made with kohl rabi and saccharine. Coffee is entirely, and eggs are practically, a thing of the past. Poultry of all kinds can only be obtained by the wealthy; and information from a German source elicits that, with regard to fish, no section of the food supply has proved so disappointing. Von Tilly, Director of the Parliamentary Fruit and Vegetable Offices, has stated that there are no vegetables.

Two million Germans, over one-third of the civilian population, are being fed by the Public Kitchens, and many complaints have been made at the recent prices. Berlin is a city of contrasts. There is little bread and less milk, but champagne at £4 a bottle is freely consumed. Last year the rations were largely nominal, and it was quite uncertain as to whether they could be really obtained. On the whole, however, apart from milk and the cases of the Berlin and Magdeburg potato rations in January, the official rations appear to have been actually obtained of late. This probably means an improvement in the distributive organisation, and not a better food supply. Germany is not suffering from starvation, but a long-continued under-feeding. Any chance of amelioration depends on the Ukraine.

AN AUSTRALIAN SOLDIER POET: THE GALLIPOLI CAMPAIGN.

By E. B. OSBORN.

MR. LEON GELLERT'S "Songs of a Campaign" has placed the author in Australia where Rupert Brooke stands in England and Alan Seeger in America. There is a manifold resemblance between all three soldier poets, of whom only the first-named survives—broken yet undaunted, and still eager to fight once more on the ringing shores of Troy.

All three were young and all-questioning; all three loathed war beyond words, yet saw that they must sacrifice all they had been—all they might be—in Nature's august experiment which is to determine whether the world is to belong to men or Germans; and all three were called to the poetry of action, a new vocation, by a voice out of far ages.

Between Alan Seeger and his Australian comrade in arms and art there is yet another point of comparison. Both steeped their souls in sub-tropical sunshine, and have not a trace of the cold, calculating, self-critical spirit of the North (so often incarnate in some kind of a "Shorter Catechist") in their poetic disposition. Mexico made Alan Seeger a poet, and even when he wrote of Paris in the faint smoke of wood fires and of winter life in the bleak trenches of Champagne he took his colours from a Mexican palette, loaded with brilliant memories of the *terra fria* and the peacock waters, throbbing under a lofty sun, which are its antechamber. So also the Sydney poet remembers the blizzard-scourged or sun-vexed beaches of Gallipoli in terms of the heat-oppressed, weird wildernesses where the Australian—

> Sombre, indomitable, wan,
> snares the distances with iron trails, and slowly, surely, enters into possession of a continent apart.

Mr. Gellert's impressions of the great Gallipoli adventure took Australia by storm, and they ought to be better known—as yet they are hardly known at all—in the Mother-Country. Here is a little set of pictures of trench-life beyond Anzac Cove, where he got his wound, being one of the "dinkums," or first to volunteer for the war, which he reached by way of Egypt—

> Men moving in a trench, in the clear noon,
> Whetting their steel within the crumbling earth;
> Men moving in a trench 'neath a new moon
> That smiles with a slit mouth and has no mirth;
> Men moving in a trench in the grey morn,
> Lifting bodies on their clotted frames;
> Men with narrow mouths thin-curved in scorn
> That twist and fumble strangely at dead names.

For such men the war is a loop-hole into eternity; and they are neither glad nor sad at what they see there at the end of the timeless vista. The savage splendour of poppies in the corn (who reaped it?) is discerned through a periscope; they vanish at night-fall, but return, redder than ever, in the dawning; they are nodding symbols of the sultry magnificence of Australian scenery, with its songless birds and glowing, scentless flowers. Dying (in a stirring little lyric), he clutches the bitter, withering blossoms in his hand. The bleak Australian commonsense, which is not to be distracted from the ultimate issue by the pomp of circumstance (battle honours or the clang of trumpets or patriotic songs, or what-not), comes out in many of his poems. The Australian V.C. has no joy in his decoration, knowing that others have done more, have given more, than he has—

> "I wear a cross of bronze," he said.
> "And men have told me I was brave."
> He turned his head,
> And, pointing to a grave,
> "They told me that my work of war was done."
> His fierce mouth set—
> "And yet, and yet . . .
> I have not won
> That broken cross of wood!"

The Australian soldier in London who was asked by a Lady Busy where his home was, and replied "I'm at home when my hat's on," defined the secret of his independence in six words. Yet in death—or, at any rate, after death—he would be remembered. So, looking on the valleys of Gallipoli when the far-reaching guns are silent, this poet is sadly proud to think that his dead comrades will not be utterly forgotten—

> I sat there long and listened—all things listened too.
> I heard the epics of a thousand trees;
> A thousand waves I heard, and then I knew
> The waves were very old, the trees were wise;
> The dead would be remembered evermore—
> The valiant dead that gazed upon the skies,
> And slept in great battalions by the shore.

Yes; and these "Songs of a Campaign" will not be forgotten, for they mirror the mood of Australia's self-sacrifice, and have even now the grave and time-defying beauty of memorial.

ORGANISING THE SMALL PRODUCER.

By S. L. BENSUSAN.

WE have in the countryside some hundreds of thousands of men and women who produce food on a small scale for themselves and their families. Now that the evenings are growing longer, and have borrowed an extra hour from the Legislature, the agricultural labourer, aided sometimes by wife and children, is indefatigable. His tea taken, he will work till darkness calls a halt. One of the problems of the countryside is to get him the best results from his labour. The farm-hand has been accustomed too long to save his own seed-potatoes for planting on the same ground year by year, to buy bad and cheap vegetable seeds from the village general store, to go without manure because of the difficulty of obtaining it, and to limit his efforts to the needs of his own family.

I would not suggest that the committee that engages a part of my spare time is in any way all it might be, but the work done for the benefit of a group of three villages is worth setting down as something upon which other committees may improve. We started by raising a small subscription among ourselves, taking over a couple of acres of derelict allotment ground, and getting the high rent that had been paid by agricultural labourers in years past halved. Then we invited a dozen agricultural labourers to join the committee and discuss every question freely with us. They came, but are still shy. Farmers helped to plough up and harrow the derelict land, after hard digging had been tried and found too slow and expensive. All labourers who care to do so were invited to work on the ground in their spare time at sixpence an hour. A village concert—free from entertainment tax, as it was for a charitable purpose—gave us enough money to buy seed-potatoes from Scotland and manure, for the two acres. This ground has now been established as a common garden, and the proceeds, after all expenses are paid, will be devoted to the interests of the village. We expect to have the potatoes to sell, for the villagers will have all they want; but the profits will go to cheapen coal and other necessities, after providing for the cultivation and seeds for another year.

Our committee has also bought Scottish seed-potatoes by the ton for the village, and sells them by the bushel at cost price. The superphosphate and sulphate of ammonia are also purchased in bulk and sold at the price paid for them; so, too, are fruit-trees, of which some hundreds have been planted throughout the district.

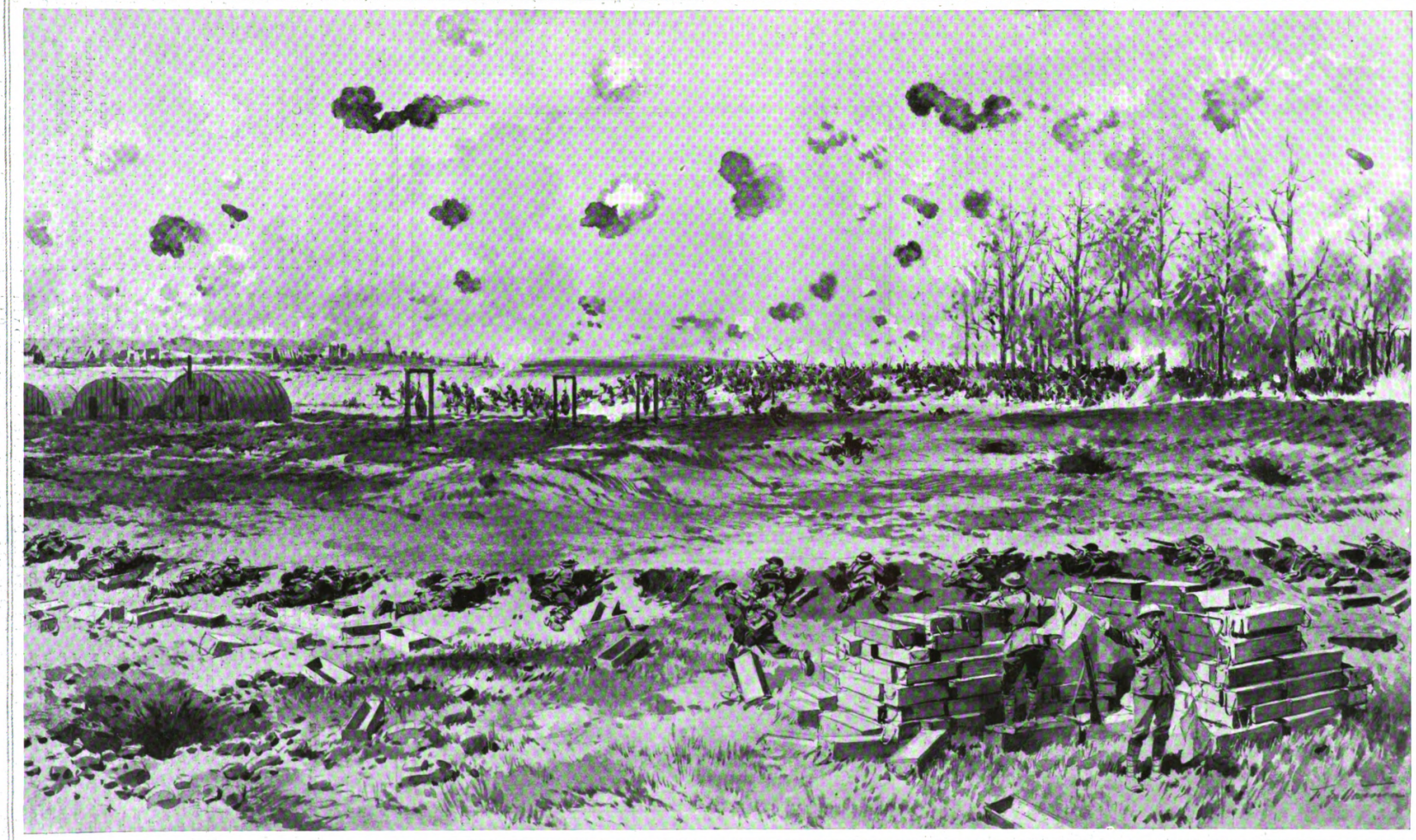
Men are paid to work on the common garden, to dig up and cultivate the gardens of war-widows, to dig the gardens of their friends who have gone to the war. Information is given on a variety of subjects—potato spraying, rabbit-keeping, fruit-bottling, canning, and vegetarian cookery. A small sub-committee inspects allotments, and reports upon any waste or neglected land. Applications for allotments are received and dealt with. Questions relating to pig-keeping and goat-keeping have been considered, and, if those who are intended to benefit by the work done would but respond to the efforts on their behalf, a breath of new life would be stirring all the countryside. Unfortunately, it is very hard to organise the countryman. Each one is satisfied with his own methods, and takes little or no interest in anything except in getting seeds and manures at advantageous prices. If his attitude down to the present were the index of what we have to expect in the future, the outlook would not be encouraging. But those of us who know the man we are trying to help believe that he will thaw when he finds that the committee has helped him to larger crops, and when he understands better than he does at present what the common garden stands for. Then, if all will work together, it is easily possible to run a pig club, a goat club, and a bee club; to keep a canning apparatus working through the summer; to provide a sprayer for fruit and potatoes, to turn a part of the common garden over to bush fruit, and to raise a store of fruit and vegetables to help a village kitchen in the winter time, to teach how vegetables may be cooked to advantage.

If every man with a little skill and a little spare time will but help, it should be possible to restore some of the lost village industries—basket-making, for example. The only trouble at present is that the work is a little too new for the average countryman. He has suspicions. He does not like new methods. Some of our people would not spray their potatoes last year because the sulphate of copper was marked "Poison." Why, they asked, should they destroy their crop before it was half-grown?

This is but one example of the difficulties that come to those of us who seek to guide the small producer into the right path. But we remain optimists.

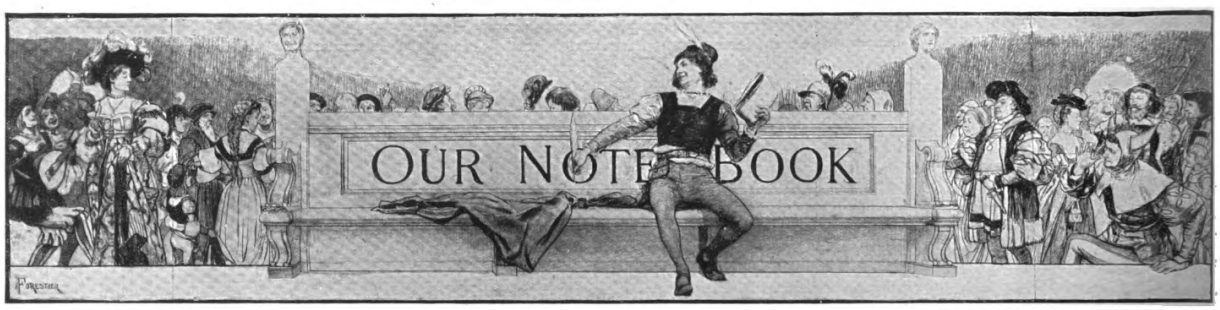
THE GREAT BATTLE ON THE WESTERN FRONT: OPEN WARFARE—AN ACTION AT BUCQUOY.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



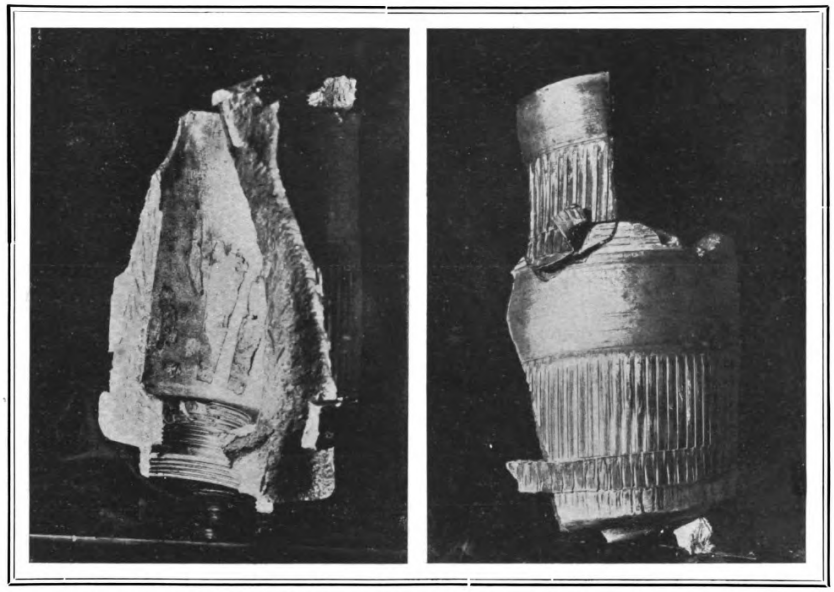
THE GALLANT STAND OF BRITISH INFANTRY AT BUCQUOY: A THIN KHAKI LINE POURING RIFLE AND MACHINE-GUN FIRE INTO ON-RUSHING GERMAN HORDES.

From the beginning of the great battle there has been heavy fighting at Bucquoy, a village on the Arras-Albert road, about midway between those towns. Our drawing illustrates one of the earlier actions near that village. A horde of German infantry is seen advancing from Longast Wood in the right background towards the Nissen huts and bayonet-practice gallows on the left, to capture the huts, beyond which, in the distance, are the ruins of Ablainzeville. In the foreground is a small body of British infantry, of whom there were only about fifty men and two officers engaged on this occasion. There was no trench, but each man had dug himself in. They are firing into the German masses with rifles and Lewis guns. In the right foreground, behind a rampart of ammunition-boxes, is a British artillery officer watching the action and giving orders to his signaller to transmit to the battery behind. British shrapnel shells are seen bursting over Longast Wood on the right, from which the enemy are emerging, and also over Ablainzeville, on the left. The darker smoke-puffs in the centre are those of German black shrapnel. Two German sausage-balloons are in the air over Longast Wood.—*[Drawing Copyrighted in the United States and Canada.]*



By G. K. CHESTERTON.

THE glorification of what is really glorious is at once too easy and too hard. The mere fact, for instance, that our soldiers, including our very new soldiers, have been fighting one against four, and sometimes one against ten, is a matter that may almost be left in the stark terms of the arithmetic which it defies. By an inevitable paradox, there is a reversal produced by repetition; and its very reality has the effect of unreality. Everybody feels it, and therefore everybody says it; and yet the mere fact of everybody saying it does not always conduce to everybody feeling it. We speak because we are sincere, and therefore we seem to be insincere. Nor can anyone reach the limits of legitimate praise, for they expand infinitely—not only outwards, but inwards. Such courage is something more than colossal—it is also minute; every inch that is fought for, every instant that endured, is beyond anything but a divine measurement. It is best to take a detail here and there in the desperate struggle; and I think the image that will linger in many minds as a sort of legend is the incident of what has come to be called the Labour Battalion. It is unnecessary, I hope, to remind the reader that when the Fifth Army fell back from St. Quentin, a sort of scratch levy of labourers, clerks, coolies, and nondescript individuals furiously resisted the German rush, in a dark hour when driving storm seemed to have dimmed the star of England, and when, although it was no more than a thin line bent back in the far-off fields around a foreign town, it seemed to some that the whole huge foundations of our country rocked upon the floor of the sea. There were no more trustworthy soldiers in that tremendous time; and most of them were not, in the ordinary sense, soldiers at all.



THE LONG-RANGE BOMBARDMENT OF PARIS: FRAGMENTS OF 210-MM. (8·4-INCH) SHELL FOUND IN THE CITY.

From fragments of the shells found, French artillery experts have pieced together evidence regarding the calibre of the mysterious guns with which the Germans have recently been bombarding Paris at a range of 74 miles. Directly a shot is fired, the supposed position of the gun is attacked by French heavy artillery and aeroplanes.—[*French Official Photographs.*]

But it will be well, I think, to take this truth chiefly as the text of a truth yet larger. After all, it will be well to remember that nearly every battalion is a labour battalion. The commonest type in the trenches, the object of such wide and well-deserved praise in the Press and the public speeches, is, after all, identical with another type—a common object of the streets and the comic papers. The British soldier is generally our old friend the British working man. He has lived by trades that are too often treated as merely grimy or grotesque; and in the case of new and almost crude conscript armies, like those we have lately raised, he has generally quite recently dropped those tools and left those trades. It is the plumber, who is charged with pottering about for days before he stops a small leak in a pipe, who has often in a few minutes stopped with his body the breach in the last dyke of civilisation, lest it should let in a sea of savagery; and there may even be fewer jokes about his soldering now they can be answered by a pun about his soldiering. It is the cabman, who was supposed to grumble at his fare, who does not grumble unduly at a very different sort of fare, and especially at the sort we call warfare. The case is the same, of course, with the social prejudice which conceived him to be in a practically permanent state of intoxication. Here, again, the satire may in future be restricted or even retorted. Many a man has taken a cab because he was drunk; but it is not true that every man who drives a cab does so by that sole inspiration. The point to be noted in this connection is that nobody will say a man was drunk while he worked a machine-gun like an arm of precision; and nobody will deny that men can do without drink, when they are doing without food and sleep, and are ready to do without life at a moment's notice. And the purpose of the parenthesis is only to support the general truth, that many refined persons will do well to revise their moral estimate of the masses. It seems never to have occurred to some people to speculate about what all the work of the world would be really like, if the poor were quite so idiotic or quite so irresponsible as they seem to suppose. Every house we live in would fall down, every train we travel in would go to smash, every chair we sit on would break (this does sometimes happen to chairs in my own experience, but I believe this to be personal experience), every boat would sink, every flock would stray, every furrow would run crooked—the whole framework of our earthly lives would fall to pieces in an instant. We may be thankful, though we have no particular reason to be proud, even if we have had to wait for the sword to teach us the truth about the ploughshare; if we have known little about the nature of tools till we have watched the management of weapons; if it has at last dawned upon us that a man who can deal with a war-horse may also know something about a cart-horse; and that, if a man is to be trusted with a trench-mortar, he might possibly be trusted with a wheelbarrow. There are not a few people, particularly in the artificial sections of the big towns, who are so puffed up with pride at the mere fact that they pay a man to do something that they forget that, in the nature of things, they only would pay a man to do something that they cannot do. But patriotism, so far from being the narrowest, is the broadest of all human emotions. In practice, it opens the very widest of all the gates of brotherhood; and through this gate at least even this unfortunate few may return into the city of fellowship. In such an experience as this, even the snob must discover how much the independence of his country simply means his dependence on his countrymen.

But there is another reason for realising all this that is highly practical just now. What the poor citizen wants is not merely charity, or even sympathy, still less regulation; it is respect, which is the social soil of self-respect. That is why he is sometimes happier as a soldier, in spite of all the sickening horrors of soldiering; because humanity always has respected, and always will respect, a soldier. But certain professional politicians, labelled Pacifists, have appeared in our decayed politics, who claim to be very universal merely because they cannot understand this universal feeling. They claim to be very advanced because they have not yet got far enough even to respect a common soldier, far less really to respect a common labourer. Their sect has at the moment shrunk into sheer invisibility, under the shock of the recent and repeated exposures of Prussia. As a school of thought, it cannot really survive two of them—the testimony of Lichnowsky to the way in which Prussia begins a war; the testimony of Trotsky to the way in which she ends it. Mr. Philip Snowden can only say feebly that a time will come (like the villain in the play)—a time when an English democracy, which does not agree with him, may carry his message to a German democracy which does not exist. This is far more of a fiasco than the final attitude of Trotsky himself. It is simply self-evident that if the German populace would not move at what at least sounded like the trumpet-call of a successful popular leader like Trotsky, they are not likely to move at the piping voice of a particularly unpopular Parliamentarian like Mr. Snowden. If they would not rebel for what claimed to be a Russian majority, why should they rebel for a rapidly diminishing English minority? But, indeed, it is diminishing too rapidly to require any such arguments, and my argument is addressed elsewhere. Theories so thin and worthless, individuals so petty and pedantic, would never have had even this limited influence by their theories or their individualities. They were only visible at all because there has been a great gap or blank in our social consciousness, against which they have shown like little dots; and that blank has been the disregard of the dignity of the poor. They made a pretence of filling it, though they were not poor and not dignified. They seemed at least to be taking the people seriously, simply because they take everything stiffly and solemnly; but even from these pedants we can learn the lesson of not treating poverty merely as a joke. And poverty is in this like war—those may treat it as a joke who know it best as a tragedy.

CO-ORDINATING THE ALLIED ARMIES: A GREAT FRENCH GENERAL.

PHOTOGRAPH BY DUBAY.



"CHARGED . . . TO CO-ORDINATE THE ACTION OF THE ALLIED ARMIES ON THE WESTERN FRONT": GENERAL FOCH, THE VICTOR OF THE MARNE—HIS LATEST PORTRAIT.

General Foch's new position was defined in a recent official statement by the Prime Minister. "The enemy," said Mr. Lloyd George, with reference to the great battle in France, "has had the incalculable advantage of fighting as one Army. To meet this the Allies have, since the battle began, taken a most important decision. With the cordial co-operation of the British and French Commanders-in-Chief, General Foch has been charged by the British, French, and American Governments to co-ordinate the action of the Allied Armies on the Western Front." Nor could any leader command greater confidence than the brilliant strategist to whom was mainly due the great victory of the Marne in the first autumn of the war. Again, after the first German gas attack near Ypres, General Foch proved a tower of strength by the timely aid he brought to the British Army. He it was, also, who directed the French offensive on the Somme in 1916. Last November he was chosen as French representative, and more recently chairman, of the central military committee appointed to assist the Supreme Allied War Council. He was formerly for five years lecturer on strategy and tactics at the École de Guerre.

THE WORLD OF FLIGHT.

THE EXALTED TAILS.

By C. G. GREY,
Editor of "The Aeroplane."

AMID the curiously mixed feelings engendered by recent events in France—depression at the set-back over the old Somme battlefields being mingled with exaltation at the magnificent fight put up by the British Army against terrific odds—the most cheering thing of all is the unlimited success of the Royal Flying Corps, and of the Australian and Royal Naval Air Service Squadrons co-operating with it. There is no doubt about it; the Flying Services have had the time of their lives.

General Salmond's unconventional telegram to Lord Rothermere, the Air Minister, saying that "all ranks have their tails well up," expresses the situation precisely, if colloquially. When one looks back to those horrible periods of depression in 1915, when the Fokker monoplane had our people altogether at a disadvantage; and in 1916-17, when the Albatros biplanes had the upper hand of our best machines in France—although we had still better machines in England—the difference to-day is startling.

It was particularly gratifying to all of us who have been intimately concerned with the progress of Service flying from its very beginning to find that, if the R.N.A.S. and R.F.C. as separate entities had to die a somewhat sudden death at the hands of their unnatural parents, the Admiralty and War Office, they were, at any rate, able to expire in a blaze of glory. One only hopes that the Royal Air Force, which has now risen Phœnix-like from their ashes, will carry on the good work.

The R.N.A.S. and the R.F.C. have died too young to leave behind them traditions such as those which pertain to our old line regiments. The men that fought at Mons, in the air, may have done as well as "the men that fought at Minden," but Mons is rather too close for the men who were there to have founded a tradition. Neither Flying Service can claim a distinction like that which entitles the Gloucesters to wear their helmet badges on the back as well as the front of their head-gear, nor like that for which a sailor wears three rows of white piping on his blue collar. Such things are the outcome of tradition, and build up *esprit de corps*.

In the change which has come about, the funny little fore-and-aft cap of the R.F.C. has been abolished, though many people liked it, so that distinction has been removed and has been replaced by a naval cap which nobody likes at all. Least of all do they like the manifold decorations on the front of it. The cap-badge proper consists of a brass bird, like that of the R.N.A.S., with a gold wire-wove crown, and below that are two strange gilt affairs which might be the crossed palm-branches of victory, though some humorous young officers insist that they are the olive-branches of peace, and others say that they are heraldically conventionalised bananas.

Personally, one has evolved the theory that they are intended to represent the up-lifted tails mentioned by General Salmond. It is true that they were adopted as "sealed pattern" some weeks before the gallant performances which produced the historic interchange of telegrams between Lord Rothermere and the G.O.C. R.F.C. in France, but that merely shows intelligent anticipation on the part of the distinguished members of the Air Council which approved them. One's respect for the collective mentality of the Air Council is considerably increased thereby. It is well that the badge of the new Air Force should hand down the tradition that the R.N.A.S. and R.F.C. expired with their tails well up.

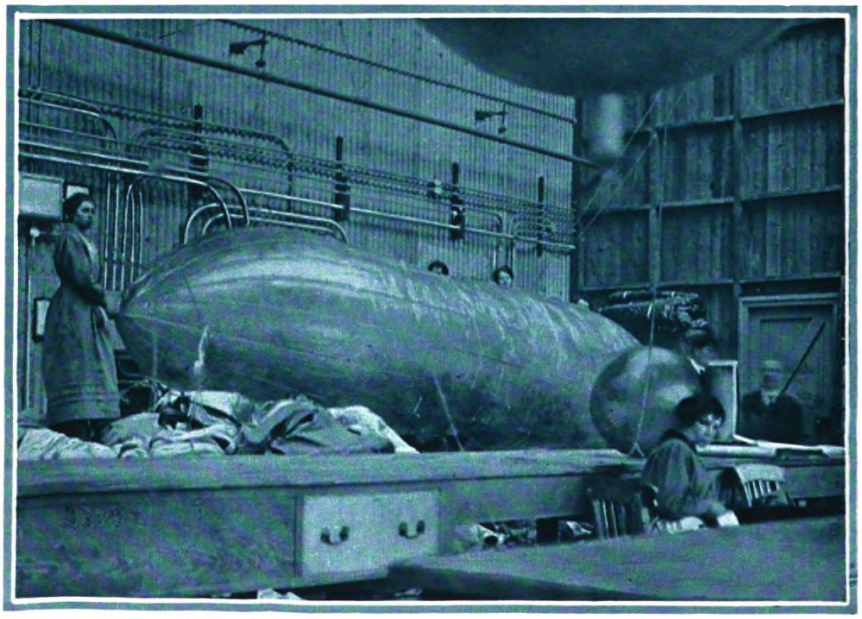


A GALLANT BRITISH AIRMAN AWARDED THE V.C.: CAPTAIN J. B. McCUDDEN, WHO HAS ACCOUNTED FOR 54 ENEMY AEROPLANES. Of the 54 machines Capt. McCudden has brought down, 42 were definitely destroyed. He has shown exceptional skill and gallantry, not only in attacking, but also in protecting less experienced British airmen.

Photograph by Forringdon Photo. Co.

Apropos badges and traditions, someone suggested the other day that the new R.A.F. should adopt as its motto the old R.F.C. motto, "Per Ardua ad Astra." It is a good motto, but it is a trifle lugubrious. It was coined and adopted at a time when the War Office did not think very highly of aircraft and it embodied the feeling that the hardships through which the R.F.C. was to reach the stars were caused by departmental neglect quite as much as by physical hardship. Some weeks ago, in another place and in a frivolous moment, one suggested that the motto should be changed for "Sursum Cauda"—which is bog-Latin for "tails up." Promptly a literary purist jumped on the suggestion, ignoring the fact that a writer in *Punch* was the original perpetrator of the outrage, and remarking loftily that a little learning is a dangerous thing. A little knowledge of heraldry is, perhaps, as bad, for heraldry is full of abominable Latin and French twisted into punning mottos to fit the idiosyncrasies of our ancient families. Therefore, though the suggested motto and the cap-decoration both antedate the G.O.C.'s telegram by weeks, all three might be combined to found a tradition for the Air Force. And they, together with the crown and the bird, could all be made into a smart metal cap-badge, neat but not gaudy, similar to those worn by the Army, and distinctly preferable to the metal, bullion, cloth, and braid mixture which is the present badge of the R.A.F.

Nothing is better evidence of the high morale of the Flying Services than the state of mind of the wounded and injured who have come home. If one did not know the type well one would expect to find them at any rate a trifle depressed after flying over the area recently reoccupied by the Germans, and seeing Hun aviators in occupation of the aerodromes which had been their own homes a week or less before they were damaged; for it is remarkable how soon one comes to regard a tin hut on a bare plain as a home. As a matter of fact, however, the returned aviators are as cheerful as can be. According to them they have had a gaudy time. Unlimited tar gets on the ground. Nothing to worry them seriously up above. And, before being knocked out themselves, they know that they have accounted for dozens, if not hundreds, of the enemy. Small wonder that in their accounts of the war one hears but little of what mishap accounted for them finding themselves in hospital, and a great deal about what the R.F.C. did to the enemy on the ground and in the air.



WOMEN'S WORK IN AIRCRAFT CONSTRUCTION: MAKING GOLDBEATER'S-SKIN BAGS TO LINE NON-RIGID AIRSHIPS.
Enormous numbers of bullocks are required to supply enough goldbeater's skin for the lining of one airship.

THE GREAT BATTLE ON THE WESTERN FRONT: A HEROIC FIGHT TO SAVE GUNS.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WHILE ROYAL FUSILIERS MANNED TRENCHES IN FRONT, AND HELD THE MASSED ENEMY: GUNS, NEARLY AT THEIR LAST SHELL, RESCUED BY HORSED TEAMS RUSHED UP.

A splendid incident in the Great Battle is shown here: the saving of two heroically defended guns through the fearless devotion of infantry—some 150 men of the Royal Fusiliers. It was at 8 p.m., in clear weather. Two 18-prs., reduced in action to two men to each gun and the C.O., were "sticking it" near Bapaume, the C.O. being unaware that Bapaume had been taken. They were surrounded and the Germans were crowding up in front, but the officer decided to hold on to his last shell. A heap of used shell-cases is seen near the guns. In the nick of time the Fusiliers rushed up and occupied some sections of trenches in front; 8 or 10 men in each trench. Then gun-teams galloped up, limbered smartly, as seen, and the guns were rescued. They were still firing hard, and the last shell had not yet been used. The Fusiliers held off the massed Germans in front, seen to the right, until the guns had gone. Then they, too, retired, holding back the enemy as they went.—[*Drawing Copyrighted in the United States and Canada.*]

THE GREAT BATTLE: FRENCH AND BRITISH DIVISIONS FIGHTI



HOLDING A HIGH ROAD BATTLEFIELD OUTPOST CONJOINTLY: BRITISH INFANTRY AND FRENCH CAVALRY AT A BARRICADE ACROSS THE ROADWAY.



AT A VILLAGE IN SUPPORT: FRENCH INFA
BRITISH INFANTRY (RIGHT, LINED AGA



TROOPS OF THE TWO ARMIES MOVING UP ALONG THE SAME ROAD: FRENCH INFANTRY, AND A BRITISH MOTOR-VAN PASSING ALONG.



A JOINT FRENCH AND BRITISH PATROL WOR
SUPPORTING BRI

In the fighting north of Bapaume and round Gommecourt, on the night of Sunday, March 24, French divisions began to join in with our divisions engaged on that sector. "They were," not the "Morning Post" correspondent, "fed in among our divisions, so that soldiers of the two countries were intermingled in the fighting of that night." Says the "Times" correspondent of the battle comradeship on the field between our own men and those of the French, fighting side by side, where the two Armies intermingle: "We are fighting as one Army. . . . The two Armies are working together in perfect and most complete unity. . . . Nothing could show better the comradeship existing between the French Armies and our own, and the extent to which the

SHOULDER TO SHOULDER, BY REGIMENTS AND BATTALIONS.

PHOTOGRAPHS.



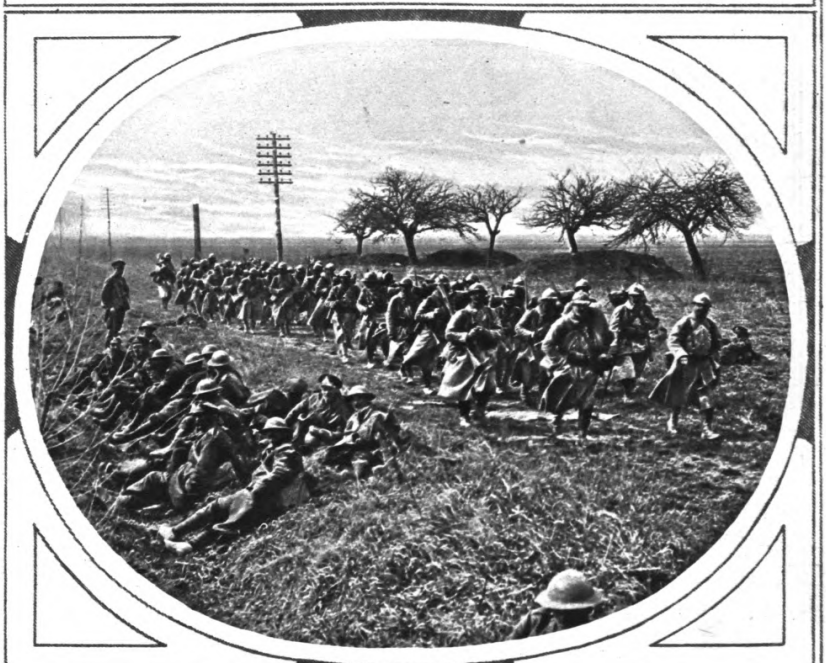
(IN THE FOREGROUND AND TO THE LEFT) AND THE STABLES' WALL) AS ONE GARRISON.



PASSING THROUGH A FRENCH TRENCH-LINE BETWEEN BRITISH DIVISIONS: BRITISH WOUNDED BEING CARRIED THROUGH ALONG THE DEFENDED ROAD.



ON A ROAD: FRENCH CAVALRY AND A INFANTRY DETACHMENT.



ON THE WAY TO WHERE REGIMENTS OF THE TWO NATIONS WERE ENGAGED SIDE BY SIDE: A FRENCH DETACHMENT, WITH BRITISH RESTING BY THE ROADSIDE.

appreciate the courage shown by our men during the battle," the correspondent of the "Times" mentions incidentally, "than the way in which the French pass on from one to another stories of particular British feats of arms which have come under their own notice." Says Mr. Philip Gibbs of what took place in one engagement: "Their splendid regiments came into the battlefield, mixing with our battalions and fighting in their midst." In addition to fighting side by side elsewhere, as the above illustrations depict, British and French soldiers, mounted and on foot, held roads, posts, and outlying pickets, and carried out patrol work together.

THE GREAT BATTLE ON THE WESTERN FRONT: OPEN FIGHTING

DRAWN BY A. FORESTIER FROM



AT MUCH FOUGHT-FOR BUCQUOY: BRITISH TROOPS ADVANCING TO MEET THE

As mentioned on another page in this number, the heavy fighting at Bucquoy, between Arras and Albert, has figured largely in the despatches describing the great battle on the Western Front. The above drawing shows, in the centre background, a German force advancing to the attack with the object of enfilading the road, which is a sunken byway meeting, and running parallel to, the main road that runs between the double line of poplars shown in the left background. A body of British troops is seen advancing to meet the Germans with the bayonet. In the foreground is a barricade across the by-road, with a British machine-gunner in action and an officer using his glasses a little to the right of him. In the nearer foreground

BETWEEN BRITISH AND GERMAN INFANTRY AT BUCQUOY.

MATERIAL SUPPLIED BY AN EYE-WITNESS.

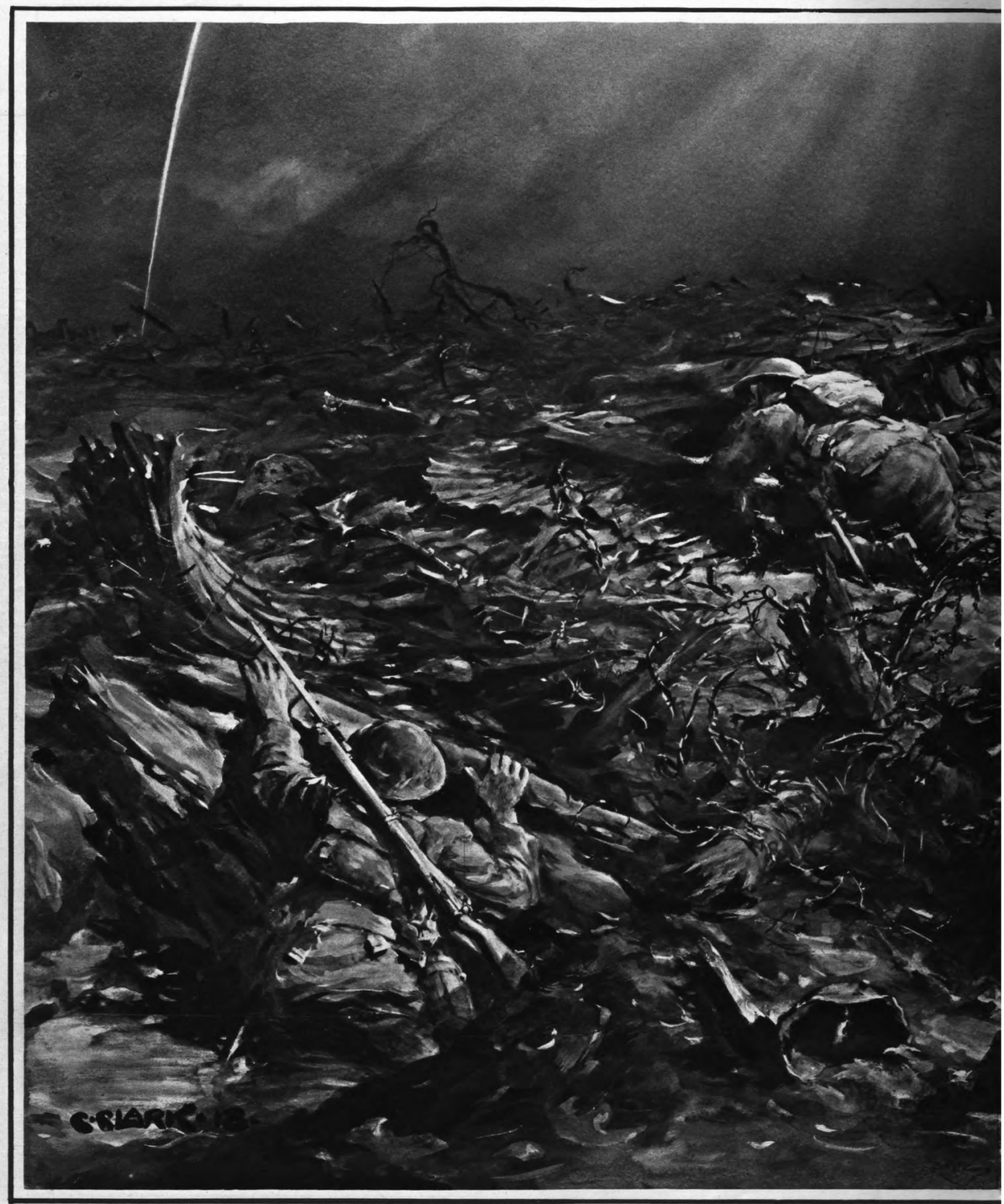


ONCOMING GERMAN MASSES, WITH MACHINE-GUN AND INFANTRY SUPPORTS.

to the right are British infantry supports waiting in shelters dug out in the side of a bank, with a sentry standing up, while on the roadside in front of them a wounded man on a stretcher is receiving attention. A German shell is bursting on the further side of the embankment, and the air overhead is full of shrapnel shells, British and German, the latter recognisable by their black smoke. Regarding more recent actions in this section of the great battle, a British communiqué of April 7 said: "Fighting was very severe on many parts of this front as far north as Bucquoy."—[*Drawing Copyrighted in the United States and Canada.*]

"WHEN IT IS INSTANT DEATH TO MOVE A HAIR'S BREADT

DRAWN BY CH

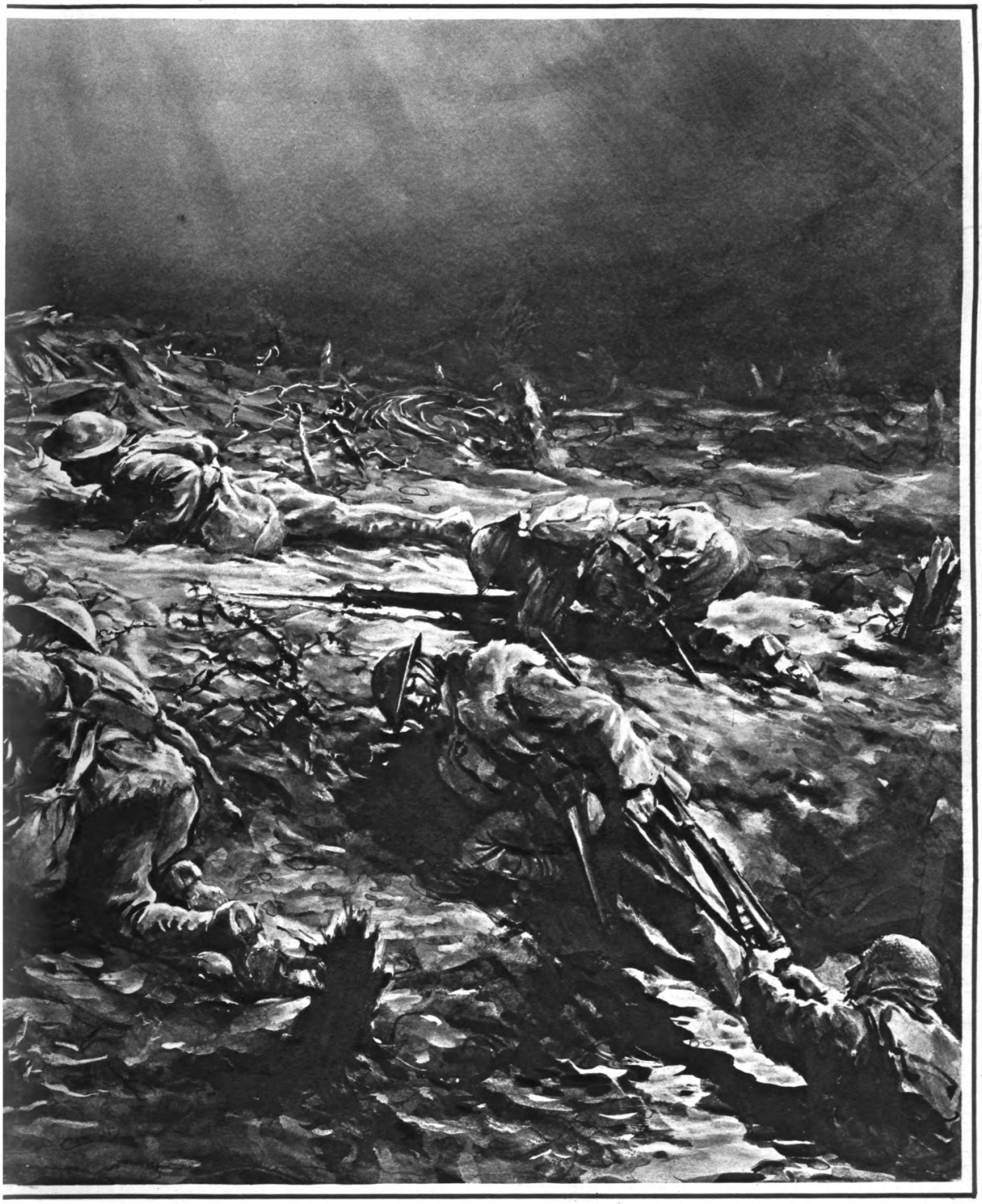


"A VEREY LIGHT HAS GONE UP FROM THE NERVY ENEMY": A NIGHT RAID—BRITISH SO

Every trench-raid by night is a life-and-death adventure for the men engaged in it, and this drawing illustrates vividly one of the perils they have to face. It shows the party, or some of them, on their way to perform the particular business of the night. Most are armed with bombs, and they are accompanied by their covering bayonet-men. The ground is typical of what these splendid men have to cover, or, rather, wade through: the débris, of both sides, of three years and a half of war, blasted and re-blasted to almost indescribable fragments of all sorts of things. The men wear their winter sheepskin coats and have woollen "helmets" on under their steel ones (mostly covered with the perfect camouflage of mud). They have to crawl through an uneven sea of squelching mire and tangled bits of barbed wire,

I": NIGHT RAIDERS MOTIONLESS BENEATH A VEREY LIGHT.

TOPHER CLARK.



DIERS WAITING MOTIONLESS IN THE MUD OF NO MAN'S LAND TILL THE GLARE FADES.

up and down through shell-holes—half-full of water and goodness knows what else!—at night. The picture shows them at the moment a Verey light has gone up from the nervy enemy, and when it is instant death to move a hair's-breadth under such a dazzling and searching glare—no matter what position they happen to be in at the moment—till the light has dropped and burnt itself out, and all is instant darkness again, when they are able to proceed with their object (provided they have not been spotted). Such expeditions, told with official brevity in the communiqués, generally result in a few prisoners being brought in, with an occasional machine-gun or two, and, best of all, some valuable information.—[*Drawing Copyrighted in the United States and Canada.*]

"EVERYTHING WE HAVE IS YOURS": AMERICA'S SPLENDI

FRENCH AND BRI



AT AN AMERICAN CAMP IN FRANCE: A MACHINE-GUN COMPANY AT WORK.



LOOK-OUT DUTY IN THE FRONT LINE: A TYPICAL U.S. SOLDIER.



UNITED STATES TROO MACHINE-GUNS IN



AMERICAN GUNNERS IN FRANCE: A LIGHT ARTILLERY SQUAD AT A PRACTICE RANGE BEHIND THE LINES.



A HALT ON THE ROAD: UNITED STATES FIELD ARTILLERY ON THEIR WAY TO THE FRONT IN FRANCE.



MOVING UP TO THE FRONT: A COLUMN OF UNITED STATES ARTILLERY ON THE MARCH ON A FRENCH ROAD.

Under the inspiring lead of President Wilson, the spirit of the United States has risen nobly to meet the critical hour brought on by the great German Offensive on the Western Front. The President has made it clear that America is with her Allies heart and soul, and practical proof thereof has been given by her generous decision to allow American battalions to be brigaded with French and British units until they are in a position to form further divisions of their own. At the same time plans have been hastened to send over more troops with all possible despatch. The United States forces at the Front have already taken a gallant share in the stress of the great battle, as we know

TROOPS FIGHTING SIDE BY SIDE WITH BRITISH AND FRENCH.

OFFICIAL PHOTOGRAPHS.



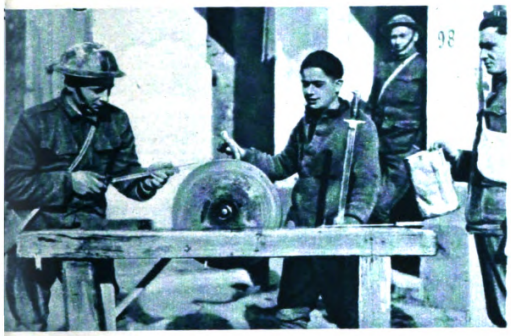
THE FRONT: CLEANING AGE STREET.



IN A FRONT-LINE DUG-OUT: A TYPICAL U.S. SOLDIER.



THE ARRIVAL OF UNITED STATES TROOPS IN THE WAR-ZONE: DETRAINING HORSES.



MAKING READY TO MEET THE GERMANS WITH COLD STEEL: AMERICAN INFANTRYMEN SHARPENING THEIR BAYONET-POINTS.



AN ADVANTAGE OF THE AMERICAN TYPE OF FOOT-GEAR: WASHING THEIR TOP-BOOTS AFTER A LONG MARCH TO THE LINES.



ON THE MARCH THROUGH A FRENCH VILLAGE: UNITED STATES LIGHT ARTILLERY MOVING UP TO THE FRONT.

om Sir Douglas Haig's message that "British, French, and American troops are fighting shoulder to shoulder." Nor could anything have been more heartening to the Allied igh Command than General Pershing's magnanimous words to General Foch. "I have come to tell you," he said, "that America would feel itself greatly honoured if its oops were engaged in the present battle. There can be no other question than that of fighting. Infantry, artillery, air service—everything we have is yours. Dispose of s as you wish. Further men will come, as many as may be necessary."

SCIENCE & NATURAL HISTORY



A GREAT MAN OF SCIENCE OF ANCIENT ROME: PLINY THE ELDER OBSERVING THE ERUPTION OF VESUVIUS FROM THE BAY OF NAPLES (A.D. 79).

A RESULT OF THE FAMOUS NATURALIST'S DESIRE TO OBSERVE THE ERUPTION AT CLOSE QUARTERS AND TO AID THOSE IN DANGER: THE DEATH OF PLINY THE ELDER BY SUFFOCATION.

A TRAGIC SEQUEL TO THE GREAT ERUPTION OF VESUVIUS IN 79 A.D.: THE FINDING OF THE BODY OF PLINY THE ELDER (FOUND AT COMO, 22 A.D.).

SCIENCE JOTTINGS.

THE SHELLING OF PARIS: GERMANY'S LONG-RANGE GUN.

THE German has given us more than a few surprises in the present war. But nothing that he has done previously has so stimulated the popular imagination as the gun with which he shells Paris. At the commencement of the war his little trench-mortars, or *Minenwerfer*, showed that he had foreseen the possibility of sustained trench-warfare, even in a modern conflict; but the small disadvantage at which we were placed owing to the lack of similar weapons was soon remedied by the production of improved British types. Now he has proceeded to the other extreme of ballistic endeavour, and he has at least succeeded in raising a controversy among our gunnery experts which has never been excelled.

To obtain a clear perspective of what the German has accomplished, we should endeavour to put ourselves in his place. He has great faith in the psychological effect which he can produce among the peoples of the countries of his enemies by bringing the war into the homes of the civilian population. So he proceeds in his bombing from the air of unfortified places, and now the shelling of towns by high-velocity ordnance. In producing his new long-range gun the German had to consider the gunnery problem of throwing a projectile to a great distance. The first possibility which would strike him would be that of producing a big gun built on recognised lines. That is to say, he would endeavour to increase the diameter and weight of the shell of such guns as are usually classified as ships' guns. But here he was up against limitations.

The huge and powerful ships' guns of the present day are most ponderous weapons. Their weight is in the region of the 200-ton figure, and they throw projectiles approaching a ton in weight with a muzzle velocity of half a mile a second. When the German seeks to improve upon these figures he is faced with a difficult problem. It is weight and strength of material that tells. To improve upon his ships' guns he is confronted with the stern facts that, if he raises his calibre, the weight of gun and shell becomes greater than ordinary mountings can stand. Then, again, for the purpose in hand he wants a gun to mount on land.

That is what the German has not done. He has not produced a monster gun throwing a projectile of enormous weight seventy miles or more. If he had, the wonder of such achievement would compel our honest admiration. Two years ago, a British artillery officer showed in the *Journal of the Royal Artillery* that a 20-inch gun, with a muzzle-velocity of 4400 feet per second, could throw a pointed shell of 4000 pounds' weight a distance of 100 miles, if elevated to 45 degrees. But he hesitated to tackle the tremendous mechanical and other problems involved in the production of such a great weapon. The ranging qualities of a gun depend primarily upon three factors—the muzzle velocity of the weapon, and the weight and diameter of the shell it fires. Given a high muzzle velocity, then the "ballistic efficiency" of the projectile, as measured by the other two factors named, determines the manner in which the velocity of the projectile can be maintained in its flight.

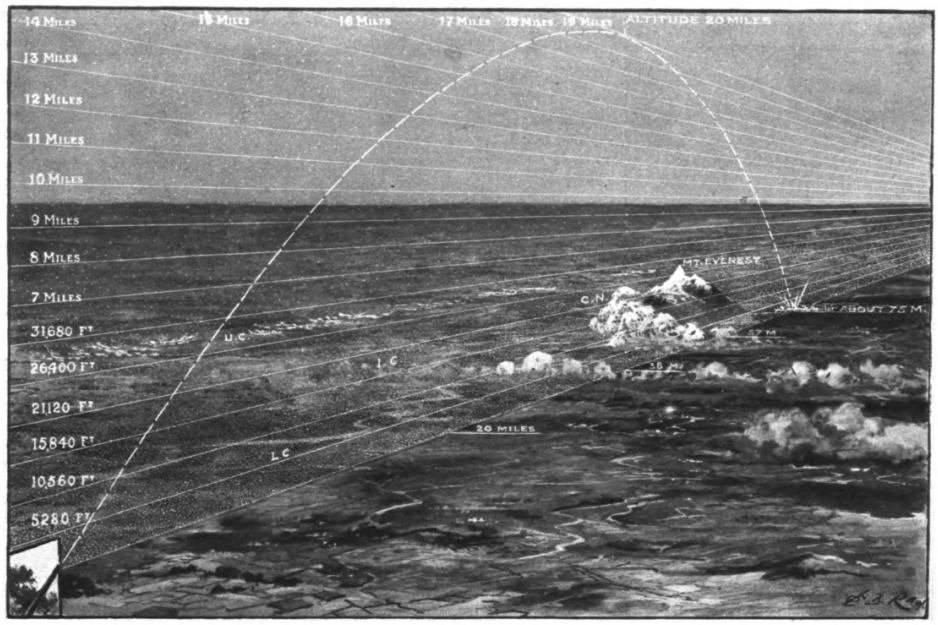
The much-to-be-desired solution of the problem of how to throw a heavy missile to a great distance not being forthcoming, the German determines to see what he can do with a shell of moderate weight and diameter, propelled at a very high velocity. The latest information we have regarding the shell he is using is that it is of even more modest dimensions than at first reported. The projectile is said to be of but nine inches diameter and about two hundred pounds in weight—truly not a very formidable artillery missile in these days of large calibres.

Such a small shell as this, if fired at a low elevation, even though a high velocity were used, would not range very far. The powerful resistance of the air near the ground would quickly diminish its momentum. But if it has a sharp-pointed head, and is fired at a high elevation—say, about fifty degrees—with a high initial speed, it quickly reaches more attenuated air-levels, where its progress is much less interfered with. Its "ballistic efficiency" is increased tenfold and more, and the air resistance to be met becomes of very small importance. And so the modest little projectile of Krupp's latest "achievement of German science and German labour" is able to fly along at a rapid rate in the attenuated air space—for a time more than twenty miles above ground—covering the seventy miles or so in about three minutes. It descends upon Paris at an angle of about fifty-five degrees; but, so small is the bursting charge with which it can be filled that the destructive effect of its explosion is much less than a bomb of equal weight dropped from an aeroplane at much less expense and endeavour.

The muzzle velocity given to the shell is between 4000 and 5000 feet per second—probably more. This is an enormous speed—greater, maybe, than anything previously recorded. Its attainment involves the employment of a gun of very great length—say, seventy to eighty feet—and possibly the use of a new propellant. One plausible suggestion is that the gun of eight or nine inches calibre is mounted in a gun of heavier type, the chamber of the latter weapon being utilised for the burning of the propelling charge, with the enormous gas pressures produced.

The propelling charge used in modern guns—unlike gunpowder and dynamite, for instance—is a slow-burning explosive which gives a high pressure in the chamber of the gun, and pressures which gradually decrease to the muzzle. What is aimed at is to keep the pressure in the chamber down, and the pressure behind the shell as it travels along the bore of the gun up as much as possible. So that, the more this can be assured, the lengthening of the gun means a greater velocity to the shell as it emerges from the muzzle. All the same, the high-pressures necessary involve much erosion of the barrel, and a consequent short life of the gun.

One or two other little facts are worthy of mention in connection with shooting long distances. Over such a range as seventy-four miles the curvature of the earth's surface is such that the gun is at a level over 3600 feet above its target. Descending at an angle of about fifty-five degrees, the projectile thus ranges about half-a-mile farther than it would if the range were horizontal. The surprise which the German has sprung upon us has set us all agog with excitement. But there is no reason why his achievement should not be equalled and excelled by us, if to do so were considered desirable.



ITS RANGE INCREASED BY THE NON-RESISTANCE OF THE UPPER ATMOSPHERE: A DIAGRAM OF THE TRAJECTORY OF A LONG-RANGE GUN LIKE THAT USED AGAINST PARIS.

The lines radiating from a point outside the right margin give the altitudes in miles, the highest point on the trajectory being about twenty miles. The long curve is the path traced by the projectile. Mount Everest (drawn to scale), the loftiest measured peak in the world, is 29,002 ft. high. The density of the air is suggested by white dots. The distance from the gun to the objective is about seventy-five miles. This extraordinary range is said to be largely due to the diminished resistance offered by the air five or six miles above the earth's surface, the air density being imperceptible above, say, five miles. The lettering indicates: *U C*—upper clouds; *C N*—cumulus nimbus; *I C*—intermediate clouds; *L C*—lower clouds.—[DRAWN, BY W. B. ROBINSON. COPYRIGHTED IN THE UNITED STATES AND CANADA.]

Get it at

Harrods

IF there is joy in the giving of Gifts—and heaven pity the man or woman who knows it not—is there no added pleasure in selecting from such a mighty choice of "Beautiful Utilities" as one encounters in the great Silver Salon there at Harrods?

Not only will you find the Gift that suits your purse, you will find the kind of gift that we call "happily chosen"—the Gift as appropriately reflective of the sentiment expressed as of the occasion.

There is a great demand just now for Harrods Silver Sugar Boxes (for carrying one's own sugar). These are in a-many designs and sizes, from 10/6 to £3 3 0. To those who cannot call to see them, Harrods will gladly send a selection on approval.

Officers and others may also like to know that Harrods Silver Department makes a speciality of plating, engraving, and mounting trophies from the Battlefield; and many a Harrods mounted shell or other relic will "live adown the ages and all time" to tell its own especial chapter of the imperishable story.

HARRODS Ltd

Woodman Burbidge Managing Director

LONDON SW1

HARRODS SILVERWARE

Cups and Trophies for Inter-Company Competitions and Sports



P.S. 4603.—Sterling Silver Cups with Laurel Handles.
3½ ins. high £2 14 0
5 ins. high 5 10 0
6 ins. high 7 11 6
7 ins. high 10 10 0
8 ins. high 14 8 0

P.S. 5392.—Sterling Silver Two-Handled Cup, measuring 8½ ins. in height ... £12 12 0

P.S. 4335.—Sterling Silver Cup and Cover. Hand-chased. Height of Cup without pedestal, 10 ins. £30 0 0

P.S. 5394.—Miniature Silver Cup and Cover.
5½ ins. high ... £2 7 6
5¾ ins. high ... 3 0 0

P.S. 4965.—Plain Sterling Silver Goblets, reproductions of antique.
3½ ins. high ... £2 2 0
4½ ins. high ... 3 16 0
5½ ins. high ... 5 10 0

P.S. 4965.—Hammered Silver Goblets.
3½ ins. high £2 5 0
4½ ins. high 3 18 6
5½ ins. high 5 15 0

P.S. 5393.—Sterling Silver Cup, height 9 inches £11 0 0

All prices include suitable Wood Pedestal.



BEETHAM'S

La-rola

(The best substitute for Glycerine)

and the modern Housewife are inseparables

once they meet—because La-rola is a sure remedy for rough, red or chapped hands, which is the inevitable result of housework. La-rola is so easy and pleasant to apply. Just rub it into the hands after washing and there's no need to worry about them. The delicate scent, the absence of stickiness and greasiness will delight you; and it is equally good for the complexion.

La-rola is quite economical at 1/1½ per bottle, because it goes a long way. It is so good that all chemists and stores sell it.

M. BEETHAM & SON, CHELTENHAM, ENGLAND.



PALE COMPLEXIONS

may be greatly improved by just a touch of "LA-ROLA Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-



"When the Fairies Come"

Children sleep more soundly with a Night Light in the room. It is so comforting, so protecting, that bedtime has lost its one-time terrors.

Sensible parents recognise in

PRICE'S NIGHT LIGHTS

an ally of child health and child happiness. Night Lights are essential in homes where children are.

"There's wisdom in keeping a Box in the Home."

"ROYAL CASTLE." "PALMITINE STAR."
"CHILDS'." "CLARKE'S PYRAMIDS."

PRICE'S PATENT CANDLE COMPANY LIMITED, BATTERSEA, S.W. 11.





Little Girl's Frock

(S.151) in fine clear Muslin with three flounces, edged plain hems to take ribbon, square neck and short sleeves, also finished to match, 20 inches long. To fit child of two to three years. Entirely hand-made in our own workrooms ... Price **39/6**

Robinson & Cleaver

The Linen Hall, Regent Street, London, W.

THE EX-TSAR NICHOLAS II.

"THE Last of the Romanoffs" is one of those books which are very difficult to review, on account of the extraordinary and apparently inextricable mixture of truth and error they contain. M. Charles Rivet is a Frenchman



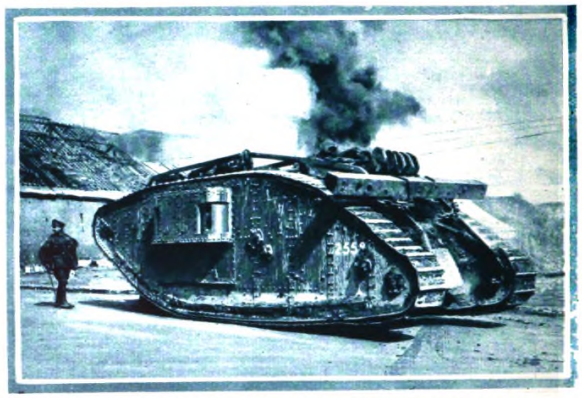
COMMISSIONER FOR THE BRITISH RED CROSS SOCIETY IN HOLLAND: MR. FRANCIS M. VOULES.

who went to Russia in 1901 in a scholastic capacity, and drifted into journalism, becoming the correspondent of no less important papers than the Paris *Temps* and the *Illustration*. He has lived through the Russian Revolution, and the events which preceded them; and he was evidently in touch with the right people, and used his eyes and ears to the best advantage. Possessed of brilliant parts and a clear and logical brain, he has produced a lucid and entertaining record of the events he saw. His description of the Rasputin episode, for instance, is both vivid and discreet. M. Rivet is a *raconteur* who, while scrupulously honest, is nevertheless bright and amusing, and knows how to serve up his narrative of facts with the right amount of Gallic wit, and the *sauce tartare* of imagination. It is when M. Rivet deals with matters of history, with events which occurred prior to his arrival in Russia, that his veritable gift of inaccuracy plays him so many treacherous tricks. For instance, he says that "the first years which followed the accession of Nicholas II. passed away without the new Sovereign showing his intentions." This sentence, although, perhaps, somewhat infelicitously expressed in English, is nevertheless substantially correct. When, however, M. Rivet proceeds to illustrate this general statement by a particular example, he makes what our American cousins would call a bad break. "But a day came, in 1901, when the Tsar showed himself, as he was to be ever after, uncompromising with regard to the nature of his power. He was receiving deputations from the Zemstvos, and was handed by the delegates from Tver a petition asking him to grant a few mild liberties. Having read it, he became angry, and he dismissed the over-bold delegates, saying: 'I beg you, gentlemen, to abandon such senseless dreams.'" This incident occurred, not in 1901, but almost immediately after his accession, and the words were spoken to the deputies of the nobles of all Russia, not to the Zemstvo of Tver; nor was it the Zemstvo, but the nobles, of Tver who had ventured to petition the Emperor for some form of representative government. In the main, however, the story is correct enough: it is in the details that the author is inaccurate. On the other hand, his account of the revolution is excellent. He shows the view recently so eloquently expressed by Sir George Buchanan before the United Russia Societies Association, that Nicholas II. was no traitor. M. Rivet confirms the general belief that Nicholas II. was not the man to forget his solemn promises to his Allies. "Let us do him justice in this," he adds. The illustrations to the book are good, and the intimate knowledge M. Rivet reveals of the lives of the principal actors in this section of contemporary history gives an illuminating interest and value to the work. The book is published by Constable.

BRITISH RED CROSS WORK IN HOLLAND.

AN interesting account of the admirable work being carried on by the British Red Cross in Holland on behalf of the interned soldiers and civilians has been given by Mr. Francis M. Voules, who came home on leave the other day from The Hague. Mr. Voules was appointed Commissioner for the British Red Cross Society in Holland in November last, and at once took in hand the organisation of the work there.

Hospitals have been equipped and organised for the reception of cases requiring hospital treatment, and already a considerable number of patients have been received. Connected with this branch of the work, arrangements have been made for the treatment of dental cases, of which there are a large number. Both officers and men were very anxious on arrival, as soon as they had had a rest, to take up some form of employment; and Mr. Voules organised many activities, including language classes, carpenter's shop, tailor's and shoemaker's shops, classes in motor mechanics, surgical-instrument factory, watch-repairing, and cinematograph operators. Further occupations will be started shortly, such as printing, telegraphy, shorthand, book-keeping, leather-bag making, and various handicrafts. A number of officers and men have particularly asked to be given occupation on the land, and arrangements have already been put in hand, in order that this class of work could be undertaken on farms in the farming districts in Holland.



THE GREAT BATTLE: A TANK PASSING THROUGH A BURNING VILLAGE.
Official Photograph.

Mr. Voules, who is a son of Sir Gordon Voules, is a well-known personality in the City. He is devoting all his time to his new work.

"Never gallop Pegasus to death."—POPE.



INDOOR WORKERS.

When lack of exercise, excessive brain power or nerve strain make you feel languid—tired—depressed—a little

TRADE **"FRUIT SALT"** MARK.

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient gently stimulates the liver, the body's filter. With this important organ working properly the blood becomes pure and the nerves normal. Sound refreshing sleep, a clear brain, and good digestion are sure to follow.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most reliable digestive regulator.

Remember that "FRUIT SALT" has for upwards of forty years been known by the Trade and the Public to mean the saline preparation of J. C. ENO, and no other.

BEWARE OF IMITATIONS. WHEN YOU ASK FOR "FRUIT SALT" SEE THAT YOU GET IT.

Prepared only by

J. C. ENO, Ltd., "Fruit Salt" Works, Pomeroy St., LONDON, S.E.

SOLD THROUGHOUT THE WORLD.



A LINK WITH HOME

Cameron
Safety Self Fillers



THE man at the Front knows that in writing his cheery letters home, he'll be at his best with a Cameron Pen—and it's no trouble to fill.

THE PRESENT-DAY FOUNTAIN PEN.

No separate fillers to get lost, no special ink bottle to carry about, no trouble, no mess—he simply fills it from *any* ink bottle, by pressing the bars, and continues to use it again. With Waverley, Hindoo, Bankers, "J," or Normal Nibs, **15/-**

Letters written with the Cameron retain the author's individuality of style. Five distinctive gold iridium-pointed nibs from which to choose.

Smooth and convenient in size to hold, it is a pleasure to write with a Cameron. British-made, up-to-date, it is the efficient fountain pen.

At all Stationers and Dealers.

MACNIVEN & CAMERON, LTD., WAVERLEY PEN WORKS, BIRMINGHAM.

LONDON ... ... 39, Shoe Lane, E.C. 4.
EDINBURGH ... ... 23, Blair St.
GLASGOW ... ... 13, West Regent St.
PARIS ... ... Kirby, Beard & Co., Ltd., 5, Rue Auber.





GAMAGES

announce that they are now able to execute orders for the new ROYAL AIR FORCE Uniforms for officers in 48 hours.

Every Uniform guaranteed correct in detail.

TUNIC
Complete with all new Badges and Buttons.
£5 5 0

BEDFORD CORD BREECHES
£2 10 0

CAP - - - 15/6

CAP BADGE 8/6 & 12/6

BOOTS 40/-, 45/- & 50/-

PUTTEES (Spiral) 7/3 & 8/9

FOR SERVICE AND QUALITY COME TO GAMAGES.

TERMS CASH.

Patterns Free on Request.

THE HEADQUARTERS of NAVAL & MILITARY OUTFITTING—

ROYAL AIR FORCE.

HOLBORN, LONDON, E.C. 1.



A Soldier's Duty

is performed in conditions the nearest approaching comfort when he is protected by THE

BURBERRY
Service Weatherproof

which withstands the rough work of campaigning in bad weather, with an efficiency and durability that make it an unrivalled safeguard for officers of all ranks and arms.

With no rubber, oiled-silk, or other air-tight material in its composition, THE BURBERRY ventilates naturally, and prevents unhealthy heat.

Officers' Complete Kits in 2 to 4 Days or Ready for Use.

During the War BURBERRYS CLEAN and RE-PROOF Officers' Burberry Weatherproofs FREE OF CHARGE.

"I have soldiered in a Burberry week in and week out for over two years, in all weathers, from light drizzles to drenching rains, accompanied by high winds. It is perfection for security, warmth and durability, and I shall never be without one."

W. R. L. (Capt.), I.L.I.

BURBERRYS S.W. 1 Haymarket **LONDON**

Boulevard Malesherbes, PARIS; and Agents in Provincial Towns.

NEW NOVELS.

"The Lyndwood Affair."

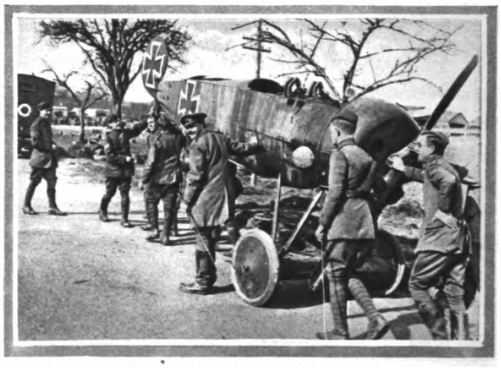
Miss Una Silberrad has written "The Lyndwood Affair" (Hutchinson) to rule, her own austere and self-imposed rule. A mystery of the death-bed without a Sherlock Holmes, or blood-and-thunder, is a perfectly sound scheme; but if the crime turns out to be no crime, you have disillusions, which is a poor reward for patient plodding through a novel where the wings of sensation are so ruthlessly clipped. It would have suited the books of Mr. Bond to discover that Lady Lyndwood had been murdered. He set inquiries afoot; and jealousy, greed, and suspicion went hand in hand with the suggestions that certain circumstances had started. Murder, however, is less common than misadventure. Mrs. Belloc Lowndes has reminded us that the chink in the armour of civilisation is the assumption that murder will not happen; but it is an assumption well based, and seldom falsified. Miss Silberrad shows us how natural it was that Lady Lyndwood should have met her death by an accident; and the affair turns out not really to be much of an affair. The victim was a superfluous and unpleasant young woman, of whom her world was well rid. The aristocratic Lyndwood family, by refusing to be stampeded by Mr. Bond, conveys such an impression of unruffled calm to the reader that the first joyous anticipation of darkling mystery subsides into a positive indifference to the course of the story. This is a pity; because when the end comes, it is a satisfactory end and explanation. But nobody wants to be calm when there might be thrills about; and thrills are surely the essence of an Affair.



THE GREAT BATTLE: A BRITISH PILOT AND OBSERVER BRINGING IN THEIR REPORT AS TO THE POSITION OF THE ENEMY.—[*Official Photograph.*]

"The Island Mystery."

This is not the island of "Spanish Gold," and, although Gorman is an Irishman and plays a leading part, there is no red-headed clergyman, no Mary Kate, and no buried treasure. George Birmingham has no intention of plagiarising his own work; nor need he, since the resources of his cheerful imagination remain at his disposal. "The Island Mystery" (Methuen) is very good fun, and provides, over and over again, those sure, shrewd flashes of humour which are the savour of Canon Hannay's novels. A king of burlesque, an American millionaire who can—and does—buy a crown for his daughter, and a gallant young merchant-service officer provide the chief masculine interest; but they are thrown in the shade by Queen Daisy (of the U.S.A.) and her delightful handmaid, Kalliope of the island. We take it that the author's purpose has been to give us something to laugh over, or, perhaps, more particularly to set laughing the men for whom it is so great a privilege to provide entertainment—the great and splendid company in hospitals and rest-camps. It is an enviable thing to be able to write such a book as "The Island Mystery" in these days of pain and anxiety, and to know, as George Birmingham should surely know, that his happy art is serving its purpose. Do you want to hear a wounded man chuckle? Give him "The Island Mystery," and linger (and hold your tongue) till he gets well into it.



THE GREAT BATTLE: A GERMAN SCOUT AEROPLANE BROUGHT DOWN OVER OUR LINES.—[*Official Photograph.*]

Oxford does well to encourage her younger singers, for even in these stern days poetry has its value, and often fulfils the poet's dictum that "the song that nerves a nation's heart is in itself a deed." The latest addition to the Oxford Poetry Series, a small book called "Oxford Poetry, 1917" (Blackwell), contains forty-six short pieces by thirty-five different authors, including several women, the "name and college" being given in each case. The poems vary considerably in merit; among the best are "The Meeting," by C. J. Druce (Non-Coll.); "Sed Miles" by U. Ellis-Fermor (Somerville); "Return," by H. C. Harwood (Balliol); but we like best of all a little piece in Irish dialect by L. A. G. Strong (Wadham), entitled "The Bait-Digger's Son."

Education, like most other things to-day, is in the melting-pot, and, before it is moulded into new forms, those who have the shaping thereof might do well to read a little book presenting the views and experiences of a typical high-school mistress on our present system of secondary education for girls. "The Compleat Schoolmarm," by Helen Hamilton (Blackwell, Oxford), the book referred to, is a satirical account in *vers libre* of the whole career of a studious girl through her school and college days until she became a head-mistress herself. The tone is frankly discontented and pessimistic; many will find the picture distorted, even incorrect—and doubtless the colours were intentionally laid on thick. The author's contentions, however, probably contain an element of truth; and, in so far as they are true, modern opinion will certainly be with her in condemning the evils she describes.

It is in Spring, the freshest, most beautiful season of the year, that the desirability of freshening up the house, and the health, makes special appeal to all lovers of cleanliness and comfort, both personal and domestic. An answer to this appeal may be found by enlisting the aid of that excellent ally, familiar to all good housewives, Scrubb's Cloudy Ammonia, so indispensable to the annual spring cleaning which keeps the house healthy. "Scrubb's" is also a useful addition to the bath, a small quantity in the water increasing its agreeable and cleansing qualities. Spring, in a word, is the season *par excellence* when Scrubb's Ammonia becomes invaluable.

FOR REMOVING ALL SUPERFLUOUS HAIR

USE DARA

THE RELIABLE HOME TREATMENT SURE, SAFE AND PAINLESS

A CLIENT WRITES:—

Dear Madam,—I am so pleased to tell you the "Dara" Treatment was quite a success, therefore there is no need to make any appointment with you. I must confess I had no faith in the "Dara" when sending for it, which makes my gratitude to you all the more real. I must thank you very much for your wonderful remedy, and remain,

Yours gratefully,———

(*Original of above, also other Testimonials, can be seen.*)

Remove Superfluous Hair Comfortably in your own Home

TRADE MARK.

Prices 10/6 & 21/6 (The larger size contains three times the amount of the smaller)

ADAIR GANESH ESTABLISHMENT 92, NEW BOND STREET, (Oxford St. End) LONDON, W.

Telephone—GERRARD 3782 Also PARIS & NEW YORK

"A Complete Food

by which even the weakliest can be nourished and strengthened"—such is Benger's.

Benger's Food can be fully nutritive when digestion is weakened, because while being prepared, it undergoes a first process of natural digestion, the means for which are self-contained in the Food.

BENGER'S Food

is for Infants, Invalids, and the Aged, and all whose digestive powers have become weakened through illness, accident, or excess.

From a Captain of the Royal Army Medical Corps.

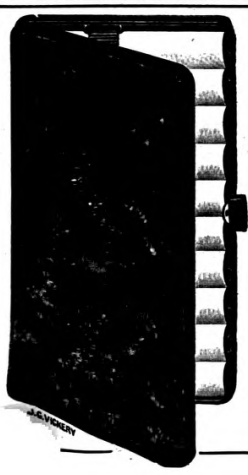
"Your Food was of great assistance to me in my treatment of convalescent dysentery cases."

Benger's Food is sold in tins by Chemists, etc., everywhere.

Full particulars and directions with each tin. Sole Proprietors and Manufacturers:

BENGER'S FOOD LTD., MANCHESTER, England.

Branch Offices: NEW YORK 90, Beekman Street. SYDNEY 117, Pitt Street. Depôts throughout CANADA.



J. C. VICKERY

177 to 183 REGENT ST. LONDON W.

Their Majesties' Jewellers Goldsmiths & Dressing Case Manufacturers

CIGARETTE CASES

for Ladies and Gentlemen

in Solid Gold, Sterling Silver, Tortoiseshell, Fine Leather, &c.

CATALOGUE OF NOVELTIES sent Post Free on application.

Solid Tortoiseshell Double Row CIGARETTE CASE, size 5 by 3 in. - only £4 4 0

A 607.

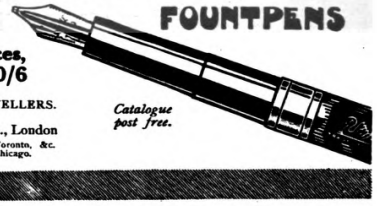
Same shape CIGARETTE CASE in Solid Engine Turned Silver, size 5½ by 3¼ in. - £4 17 6

Plain Silver - - - - - £4 15 0



For Men in Khaki
For Men in Blue
For Men in Mufti
For Women, too.

"SWAN" FOUNTPENS



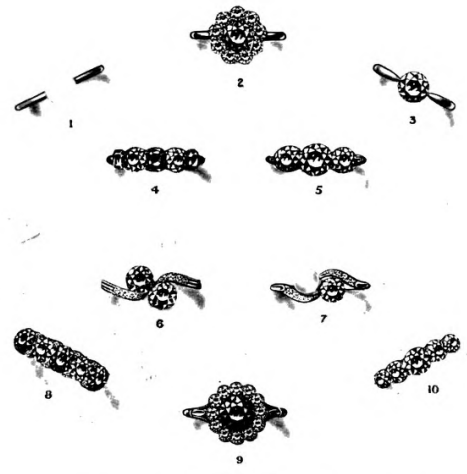
At pre-war prices, from 10/6

OF STATIONERS AND JEWELLERS.

Catalogue post free.

MABIE, TODD & CO., Ltd., London

Manchester; Paris, Zurich, Sydney, Toronto, &c. Associate House, New York and Chicago.



1 Fine Pearl	£75	6 Fine Diamonds	£100
2 Fine Diamonds	£75	7 Fine Pearls and Diamonds	£50
3 Fine Diamond	£85	8 Rubies and Diamonds ...	£110
4 Emeralds and Diamonds ...	£120	9 Sapphires and Diamonds ...	£75
5 Fine Diamond	£125	10 Fine Diamonds	£100

Mappin & Webb LTD.

Engagement Rings

THE Company has a unique selection of Engagement Rings, choice in design and of their well-known quality.

Selection will be sent for approval at the Company's risk and expense, or a fully illustrated Catalogue will be sent post free.

London Showrooms:

158-162, OXFORD STREET, W. 1. 2, QUEEN VICTORIA STREET, E.C 4. 172, REGENT STREET, W. 1

Manufactory: The Royal Works, Sheffield.

Paris. Rome. Montreal. Johannesburg. Buenos Aires. Rio de Janeiro. Sao Paulo.



WASHING CRÊPE-DE-CHINE FROCKS FOR LITTLE GIRLS AT 352-354, OXFORD ST, LONDON, W.1

MADE in guaranteed colours of rich quality heavy-weight silk.

PRACTICAL FROCK in rich quality striped Crêpe-de-Chine, daintily finished with narrow belt, pockets and hemstitching at neck. In a few good colours, on white grounds. Stocked in sizes 24 to 30 inches.

Price From 59/6

GLOVES for HOUSE or GARDEN in Chamois sac 2/11 per pair

MARSHALL & SNELGROVE VERE STREET AND OXFORD STREET LONDON W 1

NOTE—This Establishment will be closed on Saturdays until further notice.

2305

Lotus

ON the 8th April the factory resumed its rationed supply of boots, civilian as well as military, to the shops appointed to sell Lotus.

The civilian stock consists very largely of boots and shoes made of glacé kid leather and of only a sprinkling, a pair here and a pair there, made of black or brown calf, so scarce is calf leather nowadays.

The military boots too, both high leg and low leg, are in short supply, so short that officers may unfortunately have to wait a few weeks for delivery after placing their orders.

Purchasers should however always remember that neither civilian nor military boots are Lotus unless the name and the price are branded on the soles.

Lotus Ltd, Stafford
Makers of Lotus and Delta Boots
City Telephone:
London Wall 6989



Guaranteed Waterproof
No. 350 Low Leg... 55/-
No. 361A High Leg... 95/-
Agents everywhere

LITERATURE.

"Beyond the Rhine."

If the Channel suddenly became infested with sharks, or if apes and tigers appeared in Epping Forest, our interest in the life habits of these creatures would be considerably stimulated. The war has had a similar effect upon us in regard to the Germans. We have become curious to know, in the words of Mr. Chesterton, "how such a spiritual swamp came to spread and stink between the Rhine and the Neva." Few people can be better qualified to explain the phenomenon than M. Marc Henry, the author of "Beyond the Rhine" (Constable), sub-titled "Memories of Art and Life in Germany Before the War," and now accessible to British readers in this excellent translation. The name of the translator is not mentioned. Any study of pre-war Germany by a Frenchman is bound to be interesting, and the interest becomes absorbing when, like M. Henry, he is one who has lived and travelled all over that country for twenty years, and, as lecturer, publisher, and theatrical director, has been in close personal touch with a group of writers and artists endeavouring to promote a more liberal spirit, and has met or observed most of the leaders of German life and thought, while retaining throughout all his French ideals and patriotism. In a short autobiographical prologue—not the least attractive portion of his volume—he says: "War brought me back to France again, and from the first mobilisation I have done the duty that every Frenchman knows how to do." M. Henry has arranged his German reminiscences, not chronologically, but in eight chapters giving vivid and anecdotal pictures, full of insight, wit, and humour, of various aspects of German life—on the Armenian question; Socialism; art; women; everyday affairs; Jews; students, officers, and police; and the "Vanity Fair" of Society and its amusements. His pages teem with good stories and mordant criticism of the moral and mental blight that has corrupted the nation under the Hohenzollern régime. His only good word is for the German organisation of such matters as housing, rents, postal, telephone, lighting, and travelling services, and municipal affairs generally. On the intellectual side he finds only bombast, bad taste, commercialism, and insincerity. M. Henry's exposure of the banality of German art and drama, with its spectacular monstrosities, the strident freaks of Richard Strauss, and the antics of certain apostles of physical culture makes one realise, with a shudder of relief, how near British taste came, shortly before the war, to being vulgarised by such German influences. M. Henry's book is one that all should read.



THE GREAT BATTLE: BRITISH AEROPLANES BY THE ROADSIDE, READY TO BRING REPORTS OF THE ENEMY'S POSITIONS.—[*Official Photograph.*]

Dumas for British Readers.

Since the French and ourselves became brothers-in-arms, it is more than ever appropriate that British readers should extend their acquaintance with the masterpieces of French Literature. It may be hoped that to-day many more will be able to read them in the original; but for those who have not yet acquired sufficient knowledge of French, good English translations of French classics are available. There is no more fascinating French writer than Alexandre Dumas the elder, and much has been done of late years to popularise his work in this country by Mr. Robert Garnett, who has made us realise that there are many other books of Dumas worth reading besides the familiar favourites such as the "Three Musketeers" and "Monte Cristo." Mr. Garnett has now added another to his series of excellent translations from Dumas, under the title of "Love and Liberty," or "Nelson at Naples" (Stanley Paul). The new book is an English version of Dumas' romance of the Neapolitan Revolution, "La San Felice," a most damning indictment of the tyranny of the Bourbon King, Ferdinand of Naples. This work is of especial interest to British readers on account of Nelson's participation in those stirring events. It was not one of the happiest episodes in his career, but, as Mr. Garnett says in his interesting introduction: "Everything in connection with Nelson must be for ever interesting—to his countrymen especially, and all sensible Britons will agree that, for the sake of posterity, the sponge must not be lightly passed over the dark, or even doubtful, episodes in our hero's life. . . . Fortunately, and we say this emphatically—it is not necessary to believe that Southey and Dumas (whose opinions are practically identical), any more than the later Continental writers, have said by any means the last word on the episode of the 'Conditional' Surrender of the Patriots. It may be that papers will yet be discovered, perhaps at Palermo, which will put some part of Nelson's actions in a favourable light." Dumas shows no vindictive bias against Nelson, to whose greatness he pays generous tribute, and this famous romance is well worth reading both for its historical element and as a moving story. To-day, in particular, there is no danger that the name and fame of Nelson will suffer in his countrymen's esteem.



A SUCCESSFUL WORKER FOR WELSH REGIMENTS: MR. G. A. SAWYER.

Mr. Sawyer has just collected £15,500 for Mrs. Lloyd George's fund for providing comforts for Welsh regiments. It is interesting to note that the organising expenses have been only a fraction over one per cent., and the cost of flags, boxes, trays, etc., amount to nine per cent., the total expenses thus being ten per cent., which is exceedingly satisfactory. Mr. Sawyer's view is that all flag days should be, where possible, conducted on strictly honorary lines. He is now busy organising a matinée with Lady (Milsom) Rees in aid of the Charing Cross Hospital. It takes place on April 19.

URODONAL

Renews Youth.



LIFE'S WEAR AND TEAR.

The human body is a delicate and complicated machine, whose regular functioning depends chiefly upon the regular circulation of the blood through the intricate maze of blood vessels, the motive force being provided by the heart.

Unfortunately, the human machine, like any other machine, suffers from wear and tear, so that the waste products so produced obstruct the free circulation of the blood. Circulation is more difficult on account of the blood being rendered viscid, and also because the vessels become hardened by the impurities deposited, and transformed into the semblance of "clay-piping." The normal channels of elimination of these poisons also become gradually less adequate to their functions. Lastly, the heart itself fails.

It is therefore necessary to keep the blood in a perfect state of purity and fluidity, to regulate arterial tension, and to eliminate the poisons that are liable to clog the vessels. These are precisely the effects obtained by the regular use of URODONAL, which is recommended by Prof. Lancereaux, late President of the Paris Académie de Médecine.

URODONAL not only dissolves and eliminates uric acid, but also the purins, which are even more dangerous. It stimulates the kidney functions, accelerates circulation, and removes deposits from the tissues and joints. Unlike salicylates, iodides, and colchicum, URODONAL is absolutely *harmless*, this being a rare virtue in so powerful an agent.

Dr. J. L. S. BOTAL,
Paris Faculty of Medicine.

To sufferers afflicted with **Rheumatism, Gout, Calculosis, Migraine, Eczema, Obesity, and Acid Dyspepsia:** take courage, for URODONAL *dissolves uric acid as easily as warm water dissolves sugar*, and secures its complete elimination. Thanks to URODONAL the obese regain their normal proportions, the weary take on a new lease of life, and the worn Society woman regains and retains a clear and healthy complexion, through the blood-purifying properties of this preparation. URODONAL is the great discovery of the century and is a boon to all; it is the secret of perpetual youth; the means of salvation for the thousands of victims of uricæmia.

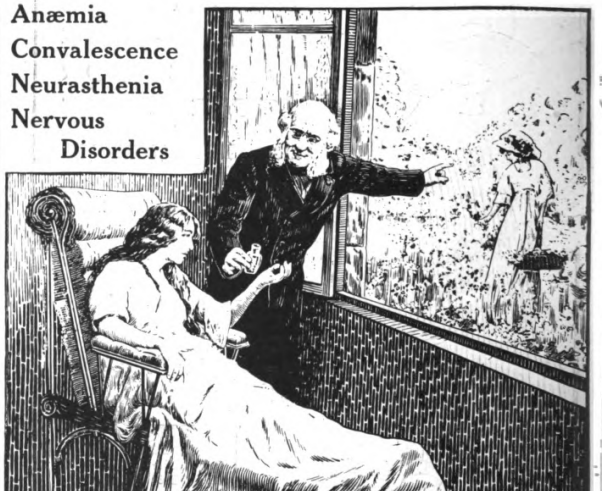
URODONAL, prices 5/- and 12/-. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 104, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

Agents in Canada: ROUGIER FRÈRES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2250).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.

GLOBÉOL

The Ideal Tonic.

Anæmia
Convalescence
Neurasthenia
Nervous
Disorders



"Courage! Globéol will soon restore your health and strength!"

Globéol is a complete treatment for ANÆMIA. It rapidly strengthens and tones up the whole system, shortens the period of convalescence, and gives a feeling of health, comfort and renewed vigour. After taking Globéol for a few days the eyes become bright, the cheeks glow with colour and life, movements are brisk, and there is complete absence of weariness and depression. As an aid towards recovering from Influenza or any other illness, Globéol is invaluable.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 104, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

THE JOY OF LIVING

FRESH strength to meet the duties of the day: an optimism as boundless as the ocean, that will surmount the difficulties of the times: let these be yours by building up the system and nerve-centres with 'Bynogen,' the new food element.

'BYNOGEN,' the special glycerophosphate nerve-food, contains organic phosphorus with concentrated milk-protein and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.



'Bynogen' Trade Mark
Brings Health

Sold by all Chemists at 1/9, 3/-, 5/-, & 9/-

ALLEN & HANBURYS Ltd.
Lombard Street, London, E.C. 3

B47

A Laxative and Refreshing Fruit Lozenge FOR
CONSTIPATION
Gastric and Intestinal Troubles
TAMAR INDIEN GRILLON
67, Southwark Bridge Road, London, S. E.
Sold by all Chemists, 3/- a box.



MANY YEARS *of bootmaking experience, and an intimate daily touch with public needs through Branches in the best known shopping centres, enable Manfield's to turn even restricted war-time facilities to good account. No wasted effort. No experiments. No failures. Manfield's is the most economical, as well as the most efficient, organization for the production and distribution of good boots in the world.*

Consult at the nearest Branch.

Manfield & SONS

West End Branches:
125 NEW BOND ST., W.1
228 & 229 PICCADILLY, W.1
376 & 377 STRAND, W.C.2

City Branches:
39 & 40 St. PAUL'S CHURCHY'D, (for Ladies only.) E.C.4
24 & 25 POULTRY, E.C.2 (for Gentlemen only.)
67 & 68 CHEAPSIDE, E.C.2

And throughout London & United Kingdom.

Soft Delicate and Soothing as the Melodious Spinet of Old

Spinet
Smoking Mixture

A Perfect Blend of Choice Tobaccos
2 OZ. FOILED PACKETS 1/7
Also in 1 oz. & 4 oz. Pkts.



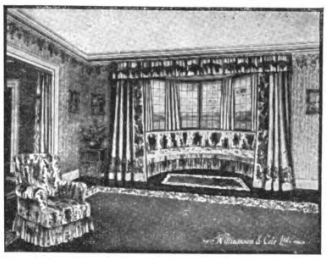
The SUPER CIGARETTE
Spinet Cork Tipped Virginia 20 for 1/2

R. & J. HILL LTD LONDON.

The Home Beautiful

Telegrams: "Greatly, London." Telephone: 1829-1830 Battersea.

FURNISHING SPECIALISTS
CABINETS UPHOLSTERY CURTAINS



CRETONNES, CASEMENTS.

WILLIAMSON & COLE'S collection of **CRETONNES, TAFFETAS,** and **OMBRES** consists of hundreds of designs in beautiful floral and old-world effects suitable for Curtains and Loose Covers.
CRETONNES, 31 ins. wide, from **9½d.** per yd.
PRINTED COTTONS, 50 ins. wide, from **2/9** per yd.
TAFFETAS and **OMBRES,** from **2/6** to **14/11** per yd.
CASEMENT COTTONS, WOOLS, and **SILKS,** in great variety, from **11½d.** to **6/11** per yd.



Resist Tropical Sun, **"Sunpruf"** Trade Mark Reg. UNFADABLE FABRICS Sea Air, and Washing.

"SUNVEIN" COTTON, 31 ins. wide, from **1/4½** per yd.
"SUN-BRAE" TWILL, 50 ins. wide, from **3/6** per yd.
"SUN-WEAVE" COTTON. Heavy Fabric, 50 ins. wide, **3/11** per yd.
"SUN-CREAL" REP. Particularly fine value, 50 ins. wide, **3/11** per yd.
"SUN-SHEEN" CASEMENT CLOTH. The effect of Silk, **4/3** per yd., 50 ins. wide.
"SUN-DOYLE" TAFFETA, 50 ins. wide, from **5/9** per yd.
"SUN-BRIGHT" SATIN, 50 ins. wide, from **5/6** per yd.
"SUN-MAIN" DAMASK, 50 ins. wide, **6/6** per yd.
EVERY LENGTH GUARANTEED.

THE "SUN-DALE" CURTAIN *(as illustration).* Appliqué Border on unfadable Bolton Sheeting, 3¼ yds. long, **55/9** per pair.

PATTERNS POST FREE.

Williamson & Cole Ltd
HIGH STREET, CLAPHAM, S.W. 4.



For Floor Coverings

"Ludgate Hill *for* Carpets"
TRELOAR'S

Specialists *for* 80 Years

Call and Inspect, or Write for Prices, Post Free.

68, 69, 70, LUDGATE HILL, LONDON, E.C. 4.

THE CHRONICLE OF THE CAR.

Record-Making in Australia.

With all motoring, save for the strictest purposes of national service, completely suspended at home, it is really refreshing to read of such performances as that recently accomplished by Mr. Boyd Edkins, an Australian motorist, in beating the fastest train time between Brisbane and Sydney. For quite a long while it has been the ambition of sporting motorists to better the time of the mail train between the two capitals, but until Mr. Edkins successfully lowered it last December no one had come within three hours of accomplishing the feat. The story of the record-making journey, as I have just received it by mail, is an interesting one, albeit one that gives rise to a feeling of envy of our Australian friends, whose motoring has been so little interfered with by the war that they have petrol and leisure to do these things. Apparently, the condition of the roads could hardly, for the most part, have been more unfavourable to fast time. There had been continuous rain for some weeks, and, after the weather cleared, there had not been sufficient traffic over the roads to smooth out the bad places. Over such stretches of highway as the road over Spicer's Gap soon after leaving Brisbane, it was not possible to drive at more than ten miles an hour; while many of the creeks on the Spicer's Mountain were veritable bog-holes, which could only be negotiated by rushing them regardless of consequences. Then, between Spicer's Gap and Warwick, the black-cotton soil—I know that black soil—was as bad as it could be; but, despite the drawbacks, the first hundred miles was covered in 4 hours 30 min. The next ninety miles to Tenterfield occupied only 2 hours 40 min., although the going still remained bad; but from there the conditions improved, and a steady average of forty miles an hour was maintained as far as Tamworth, which was reached within schedule time. Then again poor conditions were encountered, the roads being bad, with innumerable sheep-gates, which caused a good deal of delay. However, good progress was made in spite of all, and Sydney was finally reached in 26 hours 3 min., against the train time of 26 hours 40 min., and a previous best motoring time of 29 hours 38 min. The distance between the two capitals is 650 miles, and Mr. Edkins writes that he believes the same car—a 25-h.p. Vauxhall—could, with better luck and a couple of months' absence of rain, do the journey in 20 hours.



A CAR THAT BEAT A MAIL-TRAIN: MR. BOYD EDKINS AND HIS VAUXHALL MOTOR.

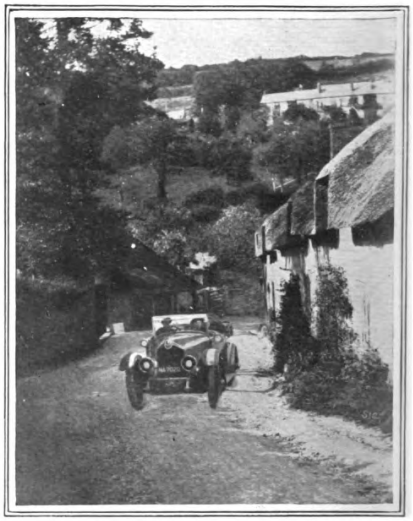
In December last Mr. Boyd Edkins created a new record with a 25-h.p. Vauxhall car, on the Brisbane-Sydney run, beating the mail-train by 37 minutes.

Taxation by Wheel-Base.

Apparently the local authorities in Canada have power to levy motor taxation in their own way. The powers that be in Alberta have recently introduced a novel method of arriving at a basis of car-taxation. Hitherto in that province the licence-fees have been based on horse-power rating, the tax being at the rate of fifty cents per horse-power per annum. In future, however, the tax is to be assessed on the length of wheel-base measured from hub-centre to hub-centre. The scale of annual payments is to be as follows: For a wheel-base not exceeding 8 ft. 4 in., 15 dols., with an additional 2.50 dols. for every additional five inches up to 27.50 dols.; not exceeding 10 ft. 10 in., 32.50 dols.; and not exceeding 11 ft. 3 in., 35 dols. Taxation by wheel-base seems at first sight to be a curious sort of method to adopt; but a further examination tends to indicate that it has unsuspected merits. Here in England it is generally agreed by motorists that the fairest and most logical method of taxation is by weight, on the principle that the greater the weight the greater the damage to the roads. But there are difficulties in taxation by weight. First of all, the taxable weight has to be rigidly defined, because it is obvious that the weight of a car is not exactly the same on any two days, depending on the nature of the journey to be undertaken, which governs to a great extent the load carried. It is clear that a weight basis would open the door to endless friction between taxpayer and assessor. Not that the question is incapable of adjustment; but there are, as I say, obvious difficulties. It seems to me, however, this idea of taxation on wheel-base supplies an essentially simple solution of the whole matter. The longer the wheel-base, the heavier the car will presumably be, and the heavier tax it should pay. Of course, there is still the difficulty that one chassis of a particular type will be finished with a light touring body, while a similar one will begin its experience of the road as a saloon; but that cannot be helped. It is quite outside the bounds of practice to devise any system which will not present anomalies; but what is really wanted is a constant which will give the most all-round satisfaction, and it seems to me the Alberta people have come nearer to finding it than anyone else has done up to now.

Ubiquity!

Originally designed to overcome the fatigue attendant on tyre-inflation—in which capacity it still stands unchallenged—the Wood-Milne patent foot-pump has, during the war, proved itself of great value in a host of operations, which bid fair to extend almost indefinitely its sphere of utility. For example, these pumps are being used in engineers' machine-shops for forced lubricating and testing, for inflating air-beds in hospitals, for tea and potato plant spraying, for testing radiators and tanks on motors, in the art studio for aerograph work, and in the dental mechanics' shop. These are but a few of their uses.—W. W.



IN A DEVONSHIRE VILLAGE: THE UBIQUITOUS CROSSLEY.

Our photograph shows one of the admirable Crossley motors touring through a beautiful bit of Devon, which recalls the old song: "Coomb and tor, green meadow and lane, Birds on the waving bough; Beetling cliffs by the surging main, Rich red loam from the plough." It is a pleasant reminder that summer and the touring season are on the way.

THE Lanchester CAR OF THE FUTURE

ALTHOUGH of orthodox appearance there is a tasteful distinction about the Lanchester post-War Car which stamps it immediately as being out of the ordinary. The beautiful symmetry of line, whether Limousine or Touring Car, will make it impossible to pass unnoticed. Lanchester coachwork has always been a distinctive feature, and this, together with the many distinctive features of the chassis, will maintain the Lanchester Car of the future in a class entirely its own.



THE LANCHESTER MOTOR CO., LTD.

Armourer Mills, Birmingham.

95 New Bond Street, London. W.

Daimler



DAIMLERS on active service are daily proving to many erstwhile owners of poppet-valve engines what silent power and engine efficiency really mean. The sleeve-valve engine shows to its greatest advantage under most severe conditions.

The fact that it needs no attention, beyond oiling, for a minimum of 20,000 miles is only one proof of its superiority. There are many others.

***

The Daimler Company, Ltd.

Coventry.

SIR JOHN BENNETT, LTD.,

£3 : 0 : 0 IN STRONG SILVER CASE



ACCURATE RELIABLE

The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.

£3 : 0 : 0

A large selection of other varieties from

£2 to **£6**

WATCHES, CLOCKS, & JEWELLERY of every description.

ILLUSTRATED CATALOGUE POST FREE.

SIR JOHN BENNETT, LTD.,
65, Cheapside & 105, Regent Street, London.

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.



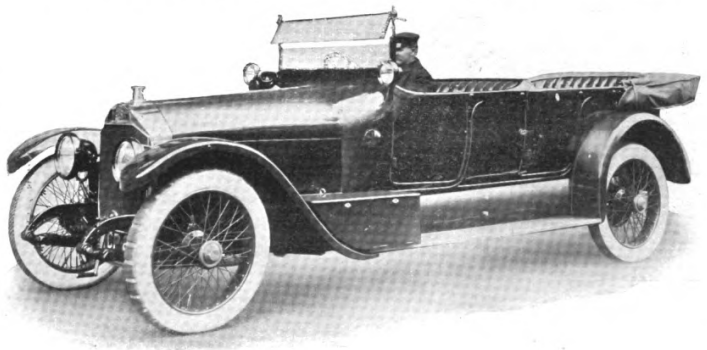
BEWARE OF Umbrellas made on Foreign Frames
THE VITAL POINT in an UMBRELLA is THE FRAMEWORK
INSIST ON HAVING
FOX'S FRAMES
for
UMBRELLAS & SUNSHADES
ENTIRELY BRITISH MADE.
LOOK FOR THESE MARKS
S. FOX & Co LIMITED
PARAGON
ON THE FRAME.
Purchase BRITISH Goods and Refuse all Substitutes



LLOYD'S EUXESIS IN TUBES, 1s. 6d. & 3s. each
THE ORIGINAL
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP WATER OR BRUSH.
Put a Tube in your Kit Bag.
The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK
We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory
From all Chemists, Hairdressers, &c.
Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.

HIMROD'S ASTHMA CURE
HIMROD'S CURE FOR ASTHMA
the surest, quickest remedy for Catarrh, Ordinary Colds and Asthmatic troubles. The standard remedy for over 40 years.
At all chemists 4/3 a tin.

NAPIER
BRITISH BUILT.
SIX-CYLINDER
MOTOR CARRIAGE



THE POST-WAR SIX-CYLINDER NAPIER WILL RETAIN THE PRINCIPAL FEATURES OF CONSTRUCTION AND SPRINGING WHICH HAVE MADE ITS REPUTATION AS
THE WORLD'S PROVED BEST CAR.
IT WILL ALSO EMBODY NEW DISTINCTIVE POINTS IN DESIGN—THE RESULT OF EXPERIENCE AND MARKED DEVELOPMENT DURING THE WAR.
IT WILL REACH A DEGREE OF REFINEMENT AND SILENT POWER NEVER YET APPROACHED.
Please add your name to the distinguished Napier Priority List.
D. NAPIER & SON, Ltd.
14, New Burlington Street, London, W. 1
Works: ACTON, W. 3
MOTORS

To H.M. the Late  KING EDWARD VII.
CARPET CLEANERS
. . THE . .
Compressed Air Carpet - - Cleaning & Beating Co., Ltd.
GLENTHORNE ROAD, HAMMERSMITH, W. 6
Telegrams: "PURIFYING, LONDON." Telephone: 611 HAMMERSMITH.



GONG SOUPS have proved to countless families the great stand-by to fill the gap caused by the present shortage of meat.
12 Varieties.

MILLIONS OF PEOPLE
FLORILINE FOR THE TEETH.
have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.
Also put up in Powder form.
Absolutely BRITISH. Why not give it a trial?

TRIPLEX SAFETY GLASS
The only Safety Glass for Goggles, Windscreens, Windows, Aircraft Observation Panels, etc. The Triplex Safety Glass Co., Ltd., 1, Albemarle Street, Piccadilly, London, W. 1.

CHESS.

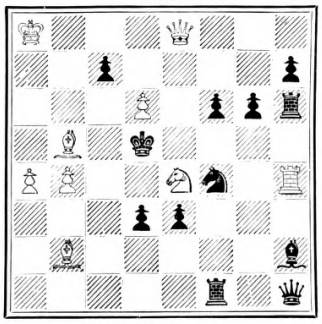
TO CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

SOLUTION OF PROBLEM NO. 3781.—BY J. PAUL TAYLOR.

WHITE	BLACK
1. B to Kt 8th	Any move
2. Mate accordingly.	

PROBLEM NO. 3783.—BY A. M. SPARKE.

BLACK.



WHITE.

White to play, and mate in two moves.

CHESS IN NORWAY.

Game played in the Norwegian National Chess Tournament, between Messrs. BERNDTSSON and SMEDAL.

(Four Knights Game.)

WHITE (Mr. B.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th
2. Kt to K B 3rd	Kt to Q B 3rd
3. Kt to Q B 3rd	Kt to K B 3rd
4. P to Q 4th	

This combination of the Four Knights Game with the Scotch Gambit is not favoured by experts; and there are few examples of it in master-play. It is too venturesome for the character of the Four Knights opening.

4.	P takes P
5. Kt takes P	P to Q 3rd
6. B to K 3rd	B to K 2nd
7. Kt takes Kt	P takes Kt
8. B to Q 3rd	Castles
9. P to K R 3rd	R to K sq
10. Castles	B to B sq
11. P to B 4th	

A rather hazardous advance, which might have cost him dearly if properly met. It leaves his K P and centre dangerously weak.

WHITE (Mr. B.)	BLACK (Mr. S.)
11.	P to Kt 3rd
12. Q to B 3rd	B to K Kt 2nd
13. P to B 5th	B to Kt 2nd

The attack is now very strong, and needs to be carefully met. The reply is R to B sq; but Black may be pardoned for not seeing what was to come.

14. B to K Kt 5th	P to K R 3rd
15. B to Q 2nd	Kt to Q 2nd
16. P takes P	P takes P
17. Q to B 7th (ch)	K to R 2nd
18. Q takes P (ch)	

A beautiful and perfectly sound sacrifice. Whatever Black may do, there is no escape from mate in a few moves.

18.	K takes Q
19. P to K 5 (disch)	K to R 4th
20. R to B 5 (ch)	Q to Kt 4th
21. P to Kt 4 (ch)	K to R 5th
22. R takes Q	R takes P
23. R takes B, and White wins.	

CORRECT SOLUTION OF PROBLEM NO. 3770 received from Dr. G L Godfole (Radanpur, India); of No. 3771 from Dr. G L Godbole and J F Cohn (Natal); of No. 3775 from J B Camara (Madeira) and J Evans (Malta); of No. 3776 from J B Camara; of No. 3780 from Esperantisto, J Isaacson (Liverpool); of No. 3781 from J Isaacson, J C Gemmell (Campbeltown), N R Dharmavir (Padiham), W R Tebbs, E J Gibbs, R J Lonsdale (New Brighton), Devon (Newton Abbot), S C Spooner (Havant), Corpl. Larvor, Captain Challice (Great Yarmouth), Rev. G Street (Telscombe), W S Leslie (Edinburgh), J F Turner (Clapham), F Horner and M Harley (Tavistock).

CORRECT SOLUTIONS OF PROBLEM NO. 3782 received from G Stillingfleet Johnson (Seaford), J S Forbes (Brighton), J Fowler, A H H (Bath), J Dixon (Crediton), and H Grasett Baldwin (Farnham), G Sorrie (Stonehaven), F R Gittins (Birmingham), J Isaacson, A W Hamilton-Gell (Exeter), J Christie (Birlingham), J C Stockhouse (Torquay), R M Munro, F Drakeford, H A Haskell, J M Ingram, H S Brandreth, M E Onslow (Bournemouth), and E A French (Lymington).

THE PLAYHOUSES.

LIGHT FARE AT THE NEW THEATRE.

IF light fare makes your ideal war programme, then Mr. Dion Boucicault has tried for it at the New this April; and if an audience's laughter is a test of successful effort, he has not merely tried, but got the right thing. His latest bill starts with a pleasing little mime-play, for the scheme of which Sir Arthur Pinero is responsible. Its heroine is a Cinderella up to date, compelled to look after the home in these stirring war-days while her three sisters are privileged to do war-work. How Monica finds her "Blue Boy," how her relatives interfere, but are disarmed, let playgoers discover for themselves. Sir Frederick Cowen's is the happiest of scores—hints and snatches of music delightfully treated; and Miss Mary Glynne's dainty Cinderella is matched in charm by the genial pomposity of Mr. Eric Lewis's paterfamilias. "Monica's Blue Boy," then, began the evening well. And, on the whole, the "April folly" of Mr. A. A. Milne kept up the key of gaiety. A very different heroine this of "Belinda" from Monica, one of your frivolous, harmlessly naughty mothers who are younger than their daughters, and must, in default of a husband, find love, or the pretence of it, elsewhere. Belinda's husband banged the door behind him after six months of marriage, and never turned up again till nearly twenty years afterwards. He didn't know that she was expecting a baby girl; after all, says Belinda plaintively, that's the sort of news you can't shout out of the windows after a man. And so she keeps youthful of temper, this mother, and obtains consolation for her grass-widowhood by encouraging proposals from a quaintly associated pair of suitors—a young poet and a pragmatic statistician. The growing up of her daughter and the reappearance of her husband, lead to droll complications, of which the playwright makes clever use. He keeps, however, his poet and his statistician in rivalry over-long, and so does some unkindness to Mr. Dennis Neilson-Terry and Mr. Boucicault respectively, both of whom are so amusing that it is a shame they should seem to outstay their welcome. But if their parts need a little cutting, and that of Mr. Ben Webster as husband requires a little brightening, Miss Irene Vanbrugh as Belinda has some of the best comedy opportunities she has ever enjoyed, and some of the wittiest things to say that have ever fallen her way. She revels in the little woman's frivolities, handles her rôle with all the artistry and high spirits of a consummate virtuoso given a holiday task. Acting such as this, to which Miss Isobel Elsom's is the right foil, is a joy and a privilege to witness.

The W.A.A.C. may well be content and proud at its Royal recognition, for her Majesty the Queen has paid the Corps the high tribute of becoming its Commandant-in-Chief. The admirable and valuable work done by the Women's Army Auxiliary Corps is well known to those who have followed it from the first. The Secretary of the War Office states: "As a mark of her Majesty's appreciation of the good services rendered by the Women's Army Auxiliary Corps, both at home and abroad, since its inauguration, and especially of the distinction which it has earned in France by its work for the armies during the recent fighting on the Western Front, the Queen has been graciously pleased to assume the position and title of Commandant-in-Chief of the Corps, which in future will bear the name of "Queen Mary's Women's Army Auxiliary Corps." The "Waacs" could desire no more gracious and honourable favour than the Queen has awarded them.



BRITISH "POSTERS" IN FRANCE: AN OLD FRIEND BEHIND THE LINES.

A British officer has said that the sight of a familiar poster is very cheering to our soldiers as they pass through French villages. A case in point is illustrated by this photograph of a well-known poster of Price's Patent Candle Company, Ltd., which has proved a pleasant reminder of home to those who have seen it while serving their country in France.

SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET Co
18 MOORGATE STREET LONDON EC

ROBINSON & CLEAVER'S
GENUINE
IRISH LINEN
Handkerchiefs,
Table - Linen,
House - Linen,
Shirts, Collars,
AT MAKERS PRICES
Write for samples and Price List, sent post free.
Robinson & Cleaver Ltd
40D, Donegall Place
LONDON BELFAST LIVERPOOL

Keep your Liver right for the Keen Eye of Perfect Health
The man with a liver in good, active condition is always cheerful and jolly. Leave low spirits to the sufferer from biliousness, dizziness, sick headache, and upset stomach.
Carter's Little Liver Pills will keep your bowels and liver in good order and your skin clear and free from pimples or blotches.
Pleasant for Children.
Small Pill, Small Dose, Small Price.
GENUINE must bear signature
Brent Good

For cleaning Silver, Electro Plate &c.
Goddard's Plate Powder
Sold everywhere 6d. 1/- 2/6 & 4/6.

MAZDA
BRITISH-MADE
To obtain the utmost possible light at the lowest possible cost, see that you use only Mazda Drawn Wire ELECTRIC LAMPS

RELIEF FOR ALL.
BROWN'S BRONCHIAL TROCHES.
Why not try these TROCHES for your fidgety cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

JEWSBURY & BROWN'S
Oriental
Tooth Paste
Tubes 1/- Pots 1/6-2/6

LASCELLES & Co.,
LIMITED,
Fine-Art Photo-Mechanical Etchers and Engravers
IN LINE, HALF-TONE,
THREE-COLOUR, & PHOTOGRAVURE.
27, FLORAL ST., COVENT GARDEN, LONDON, W.C.2
Telephone: 1030 Regent. Telegrams: "Lasciata, London."

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C. 2.—SATURDAY, APRIL 13, 1918. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1901.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4122. — VOL. CLII. SATURDAY, APRIL 20, 1918. NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE KING AND QUEEN AT LINCOLN CATHEDRAL: ENTERING ST. GEORGE'S CHAPEL, OVER THE LINTEL OF WHICH IS A KNEELING FIGURE OF A BRITISH SOLDIER.

The King and Queen visited Lincoln on April 9. After inspecting a number of factories, their Majesties went on to the Guildhall, where a reception was held, and thence to the Cathedral. In St. George's Chapel, otherwise called The Soldiers' Chapel, where the colours of the Lincolnshires are deposited beside the altar, they knelt while the Bishop offered some short prayers. Over the left lintel of the chapel door may be seen a gilded figure of a kneeling British soldier of the present day. On the opposite lintel (not seen in the drawing) is a kneeling soldier of the Waterloo period. From left to right in the illustration are the Queen, the Bishop of Lincoln (Dr. E. L. Hicks), the Dean (Dr. T. C. Fry), the King, and a beadle standing by the table on which is the visitors' book in which their Majesties afterwards wrote their names.

DRAWN BY S. BEGG FROM A SKETCH BY OUR SPECIAL ARTIST, W. B. ROBINSON. COPYRIGHTED IN THE UNITED STATES AND CANADA.

WITHIN THE AREA OF THE GREAT BATTLE, AND NE

PHOTOGRAPHS NOS. 1, 2, 3, 4, AND 5, BRITISH OFFICIAL; NOS. 6



FOOD FOR THE FIGHTING LINE: A.S.C. HORSED WAGONS—ON THE ROAD TO THE LEFT, A DERELICT MOTOR A.S.C. VAN ON FIRE.



A BRILLIANTLY DISTINGUISHED BRITISH R.A.F. SQUADRON: PILOTS AN OBSERVERS, EACH VICTORIOUS OVER AT LEAST THREE ENEMY MACHINE



"THE W.A.A.C. HAVE WELL MAINTAINED THE CREDIT OF THE ARMY": A SQUAD SPECIALLY COMMENDED DURING THE GREAT BATTLE.



LOOKING UNDER ITS TARPAULIN EXACTLY LIKE A GIGANTIC ANTE DILUVIAN SAURIAN: UNCOVERING A BIG NAVAL GUN FOR ACTION.



AS IN FORMER-DAY SIEGE FRONT-LINE FASHION BEFORE SEBASTOPOL: FRENCH SHARPSHOOTERS IN RIFLE-PITS NEAR THE BATTLE-LINE.



AN ALLIED *RENCONTRE* IN A FR FRENCH *PO*

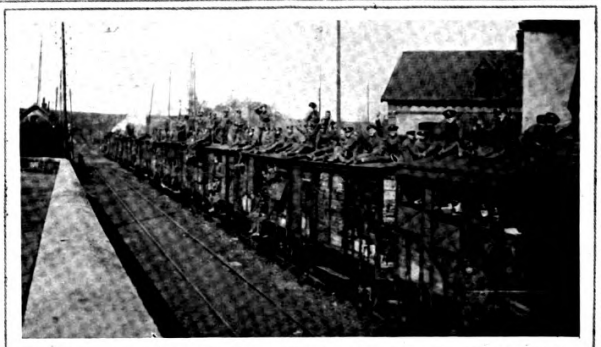
Of the above set of illustrations, all of which have to do with parts of the Allied line where fighting has been—and is—taking place during the Great Battle, special note may be made of these. The second illustration shows the grouped members of a brilliantly distinguished R.A.F. squadron. Every pilot and observer shown in the photograph has, it is stated, "brought down at leas three enemy machines."—The train-load of reinforcements for an endangered section of the British front, seen in the fourth illustration, with the men packed in goods-vans like sardines, and surplus soldiers on the roofs, went forward, it is stated, like trippers starting for a Bank holiday, and their high spirit is typical of the way all go to

: BRITISH SOLDIERS, AIRMEN, W.A.A.C.S.; AND POILUS.

IAN WAR RECORDS; NOS. 7, 9, 10, AND 11, FRENCH OFFICIAL.



IRMEN ON THE EVE OF SETTING OFF FOR THE BATTLEFIELD: SERVING OUT LEWIS GUNS FROM AN AERODROME ARMS-MAGAZINE.



REINFORCEMENTS BY TRAIN: RAILWAY GOODS VANS PACKED INSIDE, AND WITH MEN ON THE ROOF, GOING UP LIKE BANK HOLIDAY TRIPPERS.



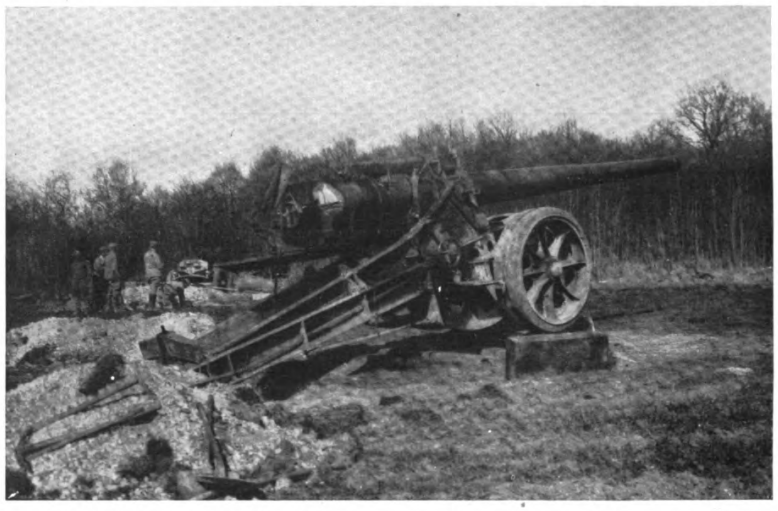
LYING IN WAIT FOR AN ENEMY THRUST IN THAT DIRECTION: A FRENCH POSITION-GUN BATTERY IN A FIELD ON THE OISE FRONT.



IN AN ENTRENCHED POSITION AWAITING THE ENEMY: ADJUSTING A BIG SHELL IN THE BARREL OF A TRENCH-MORTAR.



CTION: A BRITISH DETACHMENT PASSING; OKING ON.



AS HARD-HITTING A PIECE OF ORDNANCE AS ANY WITHIN THE BATTLE-AREA: A HEAVY FRENCH LONG-RANGE GUN IN POSITION.

the battle-line.—The W.A.A.C. squad in the fifth illustration is one specially commended for pluck during the Great Battle. As officially notified, one party of W.A.A.C.'s in the battle-area refused a lift back to safety in transport vehicles, saying the wagons would be wanted for soldiers, and marched fifteen miles back to their rendezvous, after waiting in danger to feed relays of tired and hungry officers and men. "All reports," runs a War Office communiqué, "bear out the fact that the W.A.A.C. during the crisis have more than justified their existence, and have well maintained the credit of their sex and of the Army to which they belong."

"WHY NO BATTLE AT SEA?"

By ARCHIBALD HURD.

WHEN the Germans launched their offensive in France, some students of the war assumed that the enemy would also seek for a decision by sea. That anticipation revealed a failure to appreciate the fundamental difference between the war by land and the war by sea. That difference was never more marked than to-day. The Germans have reduced Russia to comparative impotence. Russia was a great military Power, but she was never a great naval Power. The result of the Brest-Livotsk negotiations was to set free several hundred thousand German and Austro-Hungarian troops. But at no time during the war has Germany employed more than a small portion of her Fleet—and that mainly older ships—in the Baltic. Consequently, there was no such radical readjustment of power by sea as occurred by land. The influence of Russia's withdrawal on the naval situation was further restricted when the Germans initiated operations against Finland, now in progress, because that decision involved the employment of a considerable number of German ships of war and auxiliaries.

All that on the one hand. Turn now to the situation in the North Sea. The Germans undertook their offensive in France in order to anticipate the time when the military weight of the United States would become fully operative. They struck deliberately before the American Army had taken its place in full strength on the Western Front. American troops had first to be trained, a long process, and then they had to be transported; which meant that a large body of shipping, at the rate of five tons per man, had to be provided at a moment when there is a shortage of tonnage throughout the world. The United States was not a military Power when it declared war a little more than a year ago, but it was one of the great naval Powers; and in virtue of its position by sea, it instantly took up its share of the burden of war in European waters. In the first place, it sent over destroyers and other small craft to assist in combating the submarine, and afterwards it despatched battle-ships. Germany, in consequence, had a better chance of fighting by sea in the early stage of the war than she has to-day. On land the collapse of Russia enabled her to concentrate masses of troops in secrecy so as to employ what she believed would prove overwhelming force. She has not been able to take similar action by sea. In the first place, her fleet was already concentrated, as her Army was not concentrated; and, in the second place, whatever advantage she gained from Russia's defection from the Allied side was more than off-set by the splendid contribution made by the United States to the fighting strength of the Grand Fleet.

It is sometimes remarked that, as a last resource, Hindenburg may force the German High Seas Fleet into action as Napoleon compelled Villeneuve to put to sea in October 1805. On the eve of Trafalgar, however, the conditions were very different from those which exist now. On paper, Napoleon was able to assure himself that, if Villeneuve could form a junction with the Spanish, under Grevina, those two fleets would be superior to the force commanded by Nelson. In order to shame Villeneuve into action, he let it be known that he had despatched another admiral to succeed him. Villeneuve put to sea, and, as Napoleon had anticipated, when the two opposing forces came in sight of each other, the Franco-Spanish Fleet numbered 33 ships of the line to the British 27. The Germans to-day are under no illusion as to the relative strength in the North Sea. Moreover, they do not enjoy the freedom of surprise movement, which would prove of no mean advantage to them in the existing situation. There is a good reason why the German High Seas Fleet no longer "cuts capers," to borrow Nelson's phrase, and why even divisions of battle-cruisers no longer dash across the North Sea to bombard our East Coast. When the history of the war comes to be written, we shall learn the steps which Lord Jellicoe, on becoming First Sea Lord, took to rob the Germans of the initiative by sea. The German Fleet is worse situated than at any period of the war, apart from the fact that the balance of power against it is greater than it was two years ago.

In the circumstances, it is no matter of surprise, therefore, that the offensive movement on land has been accompanied by no battle by sea. It is always possible that the German soldiers may force Admiral von Scheer to sea, but if they do so, he is robbed of the possibility of surprising us, and he must enter upon a battle in the knowledge that he will be opposed by far superior forces.

THE DESTRUCTION OF THE BELGIAN CARILLONS.

By E. B. OSBORN.

THE melting down of the historic carillons of Belgium seems to me the worst of all Germany's acts of vindictive vandalism. I feel it more than the deliberate wrecking of Rheims Cathedral, so rich in the "frozen history" of the world's wisest civilisation. The latest German crime against art, our otherworldly heritage, was not prompted merely by the desire to obtain metal for the making of munitions. It was primarily inspired by the wish to hurt and humiliate the little nation that so steadfastly refuses to accept the blessings of *Kultur*—those precious balms that break the head and the heart also. In the days of peace, when M. Josef Denyn, the greatest living executant on the keyboard carillon, gave recitals at Malines, the great market-place under the vast shadow of St. Rombold's Tower (which would have been the loftiest in Christendom if the stone for the spire had not been carted off to build a fortress in Holland) was always crowded, and the crowd invariably included hordes of German visitors who professed the greatest admiration for the famous *virtuoso*, his wonderful instrument, and the Flemish art of bell-music. "Ach!" said one of these listeners from Epicurus's sty in the summer of 1910, when the great contest was held there between the most skilful carillonneurs of Belgium and Holland, "we have nothing like dot in Shermany." That was just after M. Denyn had played "Rule Britannia" in honour of the English visitors, and I well remember the magnificent effect of the deep, thrilling voices of the huge bells in the bass octave: they seemed to come from a more remote horizon than that of the blue sky over the Groote Markt—it was as though the unseen aerial player had persuaded the far-off sea to help out his harmony with its profound notes of thunder! That obsequious German chose the psychological moment for his compliment; probably he wanted to borrow money or cadge a meal, for I had the greatest difficulty in getting rid of him. He belonged to the class of Prussians-on-the-make of whom it has been said, if you put them out by the door, they climb back through the window.

Perhaps he was one of the cunning students of Flemish mentality who have shown the German War-Lords how to hit the Belgians in a tender spot of the national consciousness. It will be a sore and rankling wound, for the poorest peasant in Belgium is a connoisseur of bell-music, and those who live within hearing of a fine carillon know the names and tones of each individual bell. Labourers toiling in the fields, though sure that the fruit of their toil will be stolen, and old women seated at the decrepit spinning-wheels their grandmothers used, will sadly miss the soft elegiac airs or bright, joyous ditties which come across the long levels of the brooding landscape from towns where "the passing hour sings." For the famous carillons at Malines and Bruges and Antwerp, and many another historic town, are not the exalted and exaggerated barrel-organs which are common enough in England. Each bell has its clavier, and the carillonneur interprets each piece of music, making the most and best of the personality of his instrument and his own. It was Van der Straaten, a good judge indeed of bells and bell-music, who said, "A fine carillon is as precious as a violin by Stradivarius." Indeed it is so, and previous invaders of this battlefield of Europe have almost always spared a fine set of bells, being too intelligent in affairs of art to recast the suave, shimmering bells of Dumery, or the gay, dulcet-clear bells of the Hemonys, into cannon. Why, even during the "Spanish Fury" the carillons were not destroyed. They were preserved, but carried off and installed in some Spanish church-tower. Even when the French revolutionaries invaded Belgium in 1793, they so refrained their iconoclastic zeal as to spare the ancient carillons, such as that of Malines, in spite of the decree of the National Convention: "That there shall be left only one bell in each parish church; that all the others shall be placed at the disposal of the Executive Council, which shall provide for taking them to the nearest foundry that they may there be made into cannon." The brazen clangour and thunderous huff-snuff of cannon were the very idiom of the gospel of the French Revolution. But the Latin folk, if they lose religion, love art all the more—and they have never, in their utmost ecstasies of violence, been capable of the stupid and vindictive crime which the German invaders have just perpetrated in Belgium.

M. Denyn will play no more, alas! on the beautiful Hemony bells at Malines, or on the Dumery set at Bruges which he did not like quite so well.

ELECTRICITY AND ALLOTMENTS.

By F. L.

NO one needs to be told at this juncture that the man who can at once increase and hasten the production of food-stuffs will confer a signal benefit, first of all, on his country, and then upon all the civilised world. Yet, if all tales be true, this can be done with the aid of what our gallant Allies, the French, call the fairy Electricity. It has long been known that electricity, if applied direct to living plants, would increase the growth considerably, and some experiments with wheat were described in 1911 in the *Bulletin de l'Institut International d'Agriculture*, and were copied, if I remember rightly, into the *Journal* of the English Agricultural Society a little later. In these experiments, the field chosen for experiment was sown with wheat, and was then covered with a network of wires through which was passed continuously a current of 100,000 volts at 1-10 of an ampère; while a neighbouring field was sown with wheat of the same variety and cultivated in the ordinary way without any electricity at all. The result was encouraging, but not conclusive; for, while the electrified field gave a crop considerably heavier when taken together than the untreated one, the increase varied considerably in different parts of it, some patches showing a superiority of 30 per cent., while in others it fell to 13 per cent. only. Moreover, currents of 100,000 volts cost a good deal even in those far-off days of cheap coal, and it was decided that the comparatively slight increase of yield was dearly purchased at the price of the very considerable increase in the cost of working.

This objection was, however, knocked on the head by the inventiveness of the Russian botanist Spichneff, who hit upon the idea of obtaining his electricity not from a steam or gas driven dynamo, or even from water power, but from the atmosphere, from which, as was shown in these columns a few weeks back, the Hun now draws the fertilisers necessary for his somewhat barren soil in the shape of nitrogen. Spichneff showed, by putting up frames bearing circles of points of gilded copper in a cultivated field and running insulated wires from them to metallic conductors buried at intervals, the yield of wheat, barley, and oats could be increased by 55 per cent. and that of potatoes by about 11 per cent. This was in turn improved upon by a French *savant*, who set up four masts in a potato field of 2½ acres, each bearing a spike of copper, from which continuations in iron wire spread all over the soil. He found that they produced potatoes 21 days sooner and of a weight 50 per cent. greater than the plants grown in a neighbouring field not so treated. But this result was surpassed by M. F. Basty, who was, I believe, a Lieutenant in the French Navy. He made use of an ordinary lightning conductor consisting of a spike of copper, nickel-plated, or otherwise protected against oxydation. This was fastened to a post from 2 ft. 6 in. to 6 ft. high, and was buried in the ground to a depth corresponding to the average distance that the roots of the crop sown would in the ordinary way penetrate below the surface. He found that each of these spikes had a circle of action corresponding roughly to six times the height of the supporting post, and that the plants within this radius not only gave a much heavier yield than those outside it, but also came to maturity much earlier. Thus, spinach sown on March 21, 1908, was above the ground ten days later, and was ready for cutting on May 15; while a similar crop sown, but not electrified, on the same day, did not come up before April 8, nor ripen before the beginning of June, the yield being 3 lb. in the first case for every 20 square yards as against ¾ lb. in the second. Strawberry-plants electrified in the same way produced a crop four times as great as those grown without electricity under the same conditions and for the sake of comparison.

Here, then, seems a means by which most allotment growers can make experiments at an easy rate. Copper wire, which need not be insulated, can still be had, especially in the shape of old bell-wire, and it would not take much to put up a few posts to uphold it on each allotment. The only thing to beware of is that there are no tall trees, lamp-posts, or other things likely to prove conductors of greater height than your electricity-catching rods in their immediate neighbourhood. If there are, they will get all the electricity in the atmosphere and you will get none. But, except for this, there are no particular precautions to be observed; and, as Lieutenant Basty's experiments continued over a space of seven years with unfailing success, you will be singularly unlucky in your weather if you do not soon get back your outlay on material, with a handsome profit in addition.

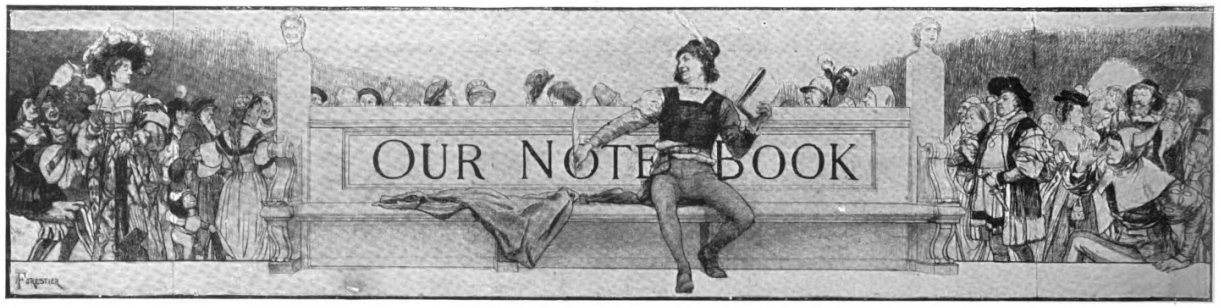
THE ROYAL VISIT TO EAST ANGLIA: SOME PICTURESQUE INCIDENTS.

DRAWN BY S. BEGG.



THE KING AND QUEEN IN THE EASTERN COUNTIES: THEIR MAJESTIES AT LINCOLN, GRIMSBY, AND IMMINGHAM; AND WITH PRINCE ALBERT AT AN AIR STATION.

During the royal visit to Lincoln on April 9 a delightfully informal incident occurred at an establishment where their Majesties met some American officers and men. Captain M. W. Mack, of the United States War Risk Bureau, asked the Queen for her autograph on an envelope; and, when her Majesty looked round for something to write on, an American soldier, Sergeant Walty, presented his broad back as a desk. The Queen laughingly accepted the offer, and next the King wrote his signature on the back of Sir Henry Fowler. In our drawing Captain Mack is seen holding the envelope in place for the Queen. On the following day their Majesties visited Grimsby and Immingham Docks, where the "Wrens" were inspected. The King talked with Lieut. Courteville, an officer commanding some French sailors, who wore the Croix de Guerre and Legion of Honour. Their Majesties visited an aerodrome where Prince Albert, now Captain R.A.F., commands Naval Boys.—[*Drawing Copyrighted in the United States and Canada.*]



By G. K. CHESTERTON.

IT can hardly be too often repeated that a man commonly calls himself international only because he is insular. It is not a paradox, but a platitude, for a moment's thought will show that it must be so. Even in a straight street, in which the houses all look the same, a man must shut himself up in his house in order to believe that the people all look the same. If he will try the experiment of knocking at all the front doors, one after another, with no purpose save sociological inquiry, he will be surprised at the fascinating variety of the human faces, and human expressions, that appear at the doors; at the rich diversities of human personality that will leap out upon him; at the dramatic differences in temperament—not to mention temper. In the modern town, where there are no neighbours, but only strangers next door, he may thus for the first time discover that his street contains some such treasure as a drunkard, or a drug-fiend, or a professional blasphemer, or a prophet of some modern religion. And if this is true of a quiet street in a small suburb, where all the externals are of the same pattern, it is naturally much more true of the whole world, or even of the whole Continent. We have, as it happens, been very much surprised to discover, in our small and quiet European street, a drunkard and drug-fiend and blasphemer; and we have been still more surprised to discover that he believes himself to be, and even in a sense is, the prophet of a modern religion.

Now there is a certain sort of modern man who generally calls himself a rationalist, and might more properly be called an irrationalist. It is his interpretation of rationalism not merely to ask for the reason of things, but to refuse to see the things so long as he cannot see the reason. And that is, of course, the real position of those who are most puzzled by the moral problem of the war. Some of them, because they cannot explain, cannot believe; they cannot believe, although they know. They see that the Germans are very different from other people; but they cannot see why they should be different from other people. We must explain why being Prussianised means being perverted, or these people will not accept their own experience when it proves the same thing.

Now the difference between the German and his Western foes is not superficial, but profound. It is the resemblance that is not profound, but merely superficial. It is, as we have seen, exactly like the case of a lunatic living in a quiet street. It is not true that, when we walk along the street, we see one house with the chimney-pots upside down, the slates painted all the colours of the rainbow, and the bedstead or dinner-table dangling from the balcony like a tavern sign; it is not true that we *then* go into the house, and find that the householder is, after all, a quiet and sensible fellow exactly like his neighbours. Such an incident but rarely occurs. What happens is that the tiles and the chimney-pots, the balcony and the dinner-table, are fairly familiar to us, and it is precisely the inmost and most mystical soul of the demented man that we feel to be dwelling in a desert thousands of miles away. Similarly, it is perfectly easy to make a parallel between Germany and other European countries, as between such a house and other suburban houses, on the strict condition that it is a superficial parallel. It is perfectly easy to make a generalisation about Germany and France and England, so long as it is always a shallow generalisation. It is easy to say that they all have Ambassadors, that they all have armies, that they all have trades unions, that they all have newspapers. But the German Ambassadors have exasperated neutral States as no other Ambassadors have done; the German armies have spread terrorism and hatred as no other armies have spread them; and the German trades unions and newspapers, whenever they are generally expected to do something, almost invariably do the opposite. And they do it for the simple reason that the German soul has really become something highly separate and singular. Why has it done so?



SPECIALLY MENTIONED BY THE PRIME MINISTER FOR CLOSING A GAP IN THE BRITISH LINE: BRIG.-GEN. SANDEMAN-CAREY.

Mr. Lloyd George described in Parliament how Brig.-Gen. Carey collected a "scratch" force and closed a serious gap in the British line, which might have let the Germans through to Amiens and Calais.

Photograph by London Stereoscopic Company.



BRITISH MILITARY REPRESENTATIVE ON THE SUPREME WAR COUNCIL: MAJOR-GENERAL J. C. SACKVILLE-WEST.

General Sackville-West, who is heir-presumptive to Lord Sackville, has been twice wounded in the war. He is forty-seven, and served in South Africa as A.D.C. to General Buller. He now succeeds General Rawlinson.—*[Photograph by Swaine.]*



APPOINTED CHIEF OF THE AIR STAFF, ROYAL AIR FORCE: MAJOR-GENERAL F. H. SYKES.

General Sykes, one of the leading pioneers of military aviation, went to France with the first flying force, and later commanded an air force at the Dardanelles. He has since been on the Versailles Council.—*[Photograph by E. O. Hoppé.]*

Very briefly, there are two huge historic reasons—which everybody ought to know by heart, and which very few people seem to know at all. The first can easily be stated in the favourite terms of the very cosmopolitans and pacifists whose question we are answering. Some of them stake all their hopes on a League of Nations; some go so far as to invoke what Mr. H. G. Wells would call a World State; but too few of them realise the simple historical fact that, whether or no these things will exist in the future, something very like these things has already existed in the past. So far from a League of Nations being a merely experimental idea, it might be called by its opponents an exploded idea. So far from the world merely moving on doubtfully towards a World State, it has been for nearly a thousand years moving away from one. There was once something very like a World State, consisting of most, if not all, of the then known world—in the Roman Empire; and there was once a League of Nations, consisting of most, if not all, of the States now called national—in the Crusades. Now the exceptions to such historic universality are very important, for the chief exception was North Germany. Only an outer fringe, even of South Germany, was ever really civilised by the Roman Empire or baptised in blood in the Crusades. All that was meant by Rome in ancient history, all that was meant by Christendom in modern history, has been received by the dominant German tribes (when it was received at all) by belated imitation and not aboriginal inheritance. It is not strange that such external imitation should still leave mysterious the mind of a German, at least as mysterious as it leaves the mind of an Asiatic, or even an African. We can see that the barbarian beyond the Roman wall has our weapons and wheels and tools, without being certain that he has our thoughts—just as we can see that a negro king has a top-hat on his head, without being much further enlightened about what he has in his head. This is a simple point, and it is missed for a simple reason—that the internationalist does not seem to know that his own ideal has been a reality. And just as the first reason can be stated in the very language of the Pacifist, so the second reason can be stated in the very language of the Pro-German. It is perfectly true that all Germans are educated. They are all systematically and scientifically taught; but what are they taught? They have been taught the naturalness and necessity of this war long before there was any such war; they were told to justify it long before they were told to wage it. Each individual man of them regards the idea that the Teutons must renew war to refresh civilisation as you and I regard the idea that the English have been associated with the sea. He holds this as firmly as a man holds a thing when he has forgotten when he first heard it. Invasion is to him what adventure is to a schoolboy—something he knew before he went to school. But it has not been left loose like the idea of adventure; it has been enforced like the idea of military service. Education was modelled on militarism, and arose solely out of militarism. The State did not call students to arms; it only marched soldiers to school. These two facts—that a single and sinister mind was outside European experience, and that this single mind rigidly reduplicated itself a million-fold on the men beneath it—these are quite enough to explain the portents of piracy and slavery, of massacre and torture, that we have seen.

THE GREAT BATTLE: A DRAMATIC EPISODE AT VILLERS-BRETONNEUX.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.

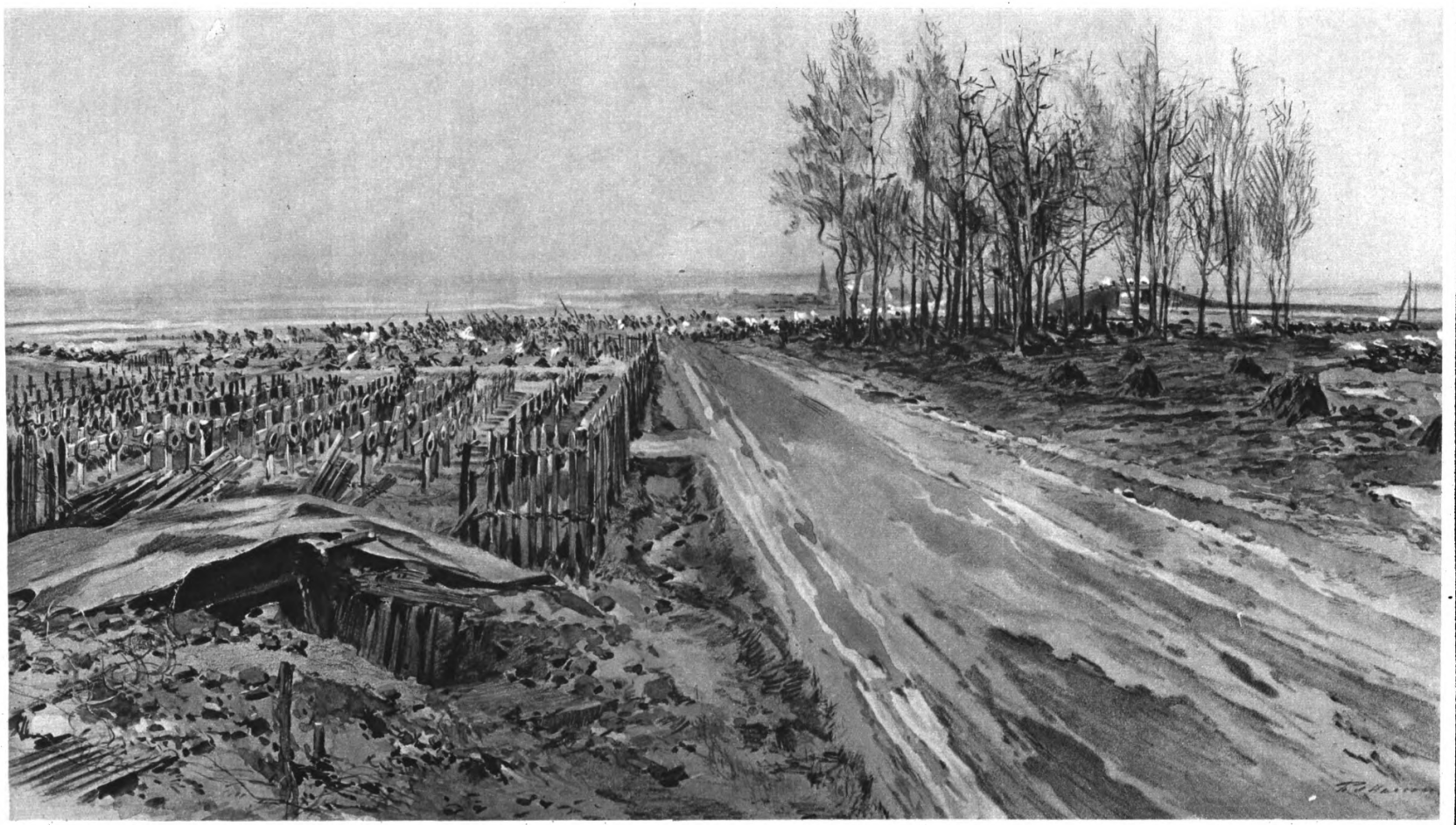


DURING A TERRIFIC BOMBARDMENT BY THE ENEMY, "WHICH TORE THE STREETS TO PIECES": DRESSING-STATION ORDERLIES CARRYING WOUNDED TO THE CELLARS, AMIDST BURSTING SHELLS.

All day, on Thursday, April 4, a furious combat raged for the possession of the town of Villers-Bretonneux, in the undulating country south of the Somme Valley. It was held by Australian units, while "to the accompaniment of a terrific bombardment of the town, which tore the streets to pieces," in the words of the "Times" correspondent, "the enemy sent on waves of assaulting troops." A dramatic episode during the attack is shown here—at a dressing-station installed in one of the houses. The room occupied by the wounded was a sort of large store-room, or warehouse, some few feet below the level of the ground floor. It led to two cellars, which extended beneath the house. Suddenly shells fell like a cloudburst of hail round the house, ten in succession hitting it. The orderlies had just time, amidst the falling bricks, timber and plaster, slates, etc., at imminent peril to all, to carry down the wounded into the cellars, where they remained till night ended the bombardment.—[*Drawing Copyrighted in the United States and Canada.*]

A HEROIC ACTION BY AUSTRALIANS BEFORE AMIENS: THE DEFENCE OF VILLERS-BRETONNEUX.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



A GALLANT DEFENCE: AUSTRALIAN MACHINE-GUN POSTS MEETING WAVES OF GERMAN INFANTRY ADVANCING FROM MARCELCAVE AGAINST VILLERS-BRETONNEUX.

Here and on the facing page we illustrate the heroic defence of Villers-Bretonneux by Australian troops. The above drawing shows the opening German attack on the morning of April 4. Waves of German infantry are seen, in the left background, emerging from the mist over ploughed land, where they were mown down at short range by machine-guns posted, one on the extreme left, another on the further side of the French military cemetery seen in the centre, and another on the edge of the wood on the right. Through the trees may be seen a railway bridge occupied by German machine-gunners. The road is that leading from Marcelcave, dimly seen in the distance towards the right. Describing the action, an Australian official correspondent writes: "The battle lasted all day for the possession of the town of Villers-Bretonneux, commanding the local position, which we retained after heavy fighting and a glorious defence by New South Wales battalions."—[*Drawing Copyrighted in the United States and Canada.*]

THE DEFENCE OF VILLERS-BRETONNEUX: A GREAT STAND BY AUSTRALIAN AND BRITISH TROOPS.

DRAWN BY R. CATON WOODVILLE, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WHERE AUSTRALIAN TROOPS KILLED OR WOUNDED ABOUT 4000 GERMANS: NEW SOUTH WALES MEN AT VILLERS-BRETONNEUX ON THE EVENING OF APRIL 4.

The beginning of this day's fighting at Villers-Bretonneux is illustrated on the opposite page. Here the Australian troops are seen advancing northwards from the town, which is being subjected to very heavy shelling. An account of the battle by Australian official correspondents says: "In the afternoon, to the accompaniment of a terrific bombardment of the town, which tore the streets to pieces, the enemy sent on waves of assaulting troops on the right flank of the Australians. . . . At the end of the afternoon a British regiment was sent in to reinforce the right of the Australians, and shortly afterwards another New South Wales battalion advanced on the right, and these British troops saved the position. The end of the fight is thus described: "The Australians, who were still holding the hills, fought certainly four or five times their own numbers. In Thursday's fight (April 4) Australians killed and wounded about 4000 Germans."—[*Drawing Copyrighted in the United States and Canada.*]

THE WORLD OF FLIGHT.

THE GENESIS OF THE ROYAL AIR FORCE.

By C. G. GREY,
Editor of "The Aeroplane."

NOW that the Royal Air Force is definitely in being, it seems fitting that one should review the history of naval and military aeronautics as briefly as may be, so that those who have only recently come to take an interest in the subject may be, in legal parlance, "seized of the situation."

The first attempt to use the air for military purposes was made by the French, who used a spherical balloon of the Mongolfier, or hot-air, type at the Battle of Fleurus; and thereafter balloons—gas or hot-air—were used in a desultory way till, in the Siege of Paris, they were used as a regular means of communication between the besieged and the outside world.

The beginning of air work in the British Services was the Balloon Company, Royal Engineers. Later on, this Company experimented with the man-lifting kites of the late Mr. S. F. Cody. During 1906 the Balloon Company, then commanded by Colonel Capper—now General Capper—began experimenting with air-ships. In this work also Mr. Cody was concerned. The result was a dirigible sausage-shaped balloon known as the *Nulli Secundus*, which had some success.

In 1908 Mr. Cody began experimenting with an aeroplane built at the Balloon Factory, the workshop of the Balloon Company R.E. In this work Colonel Capper gave Mr. Cody every encouragement and assistance in his power, but the higher military authorities were not sympathetic. Finally, in 1909, Mr. Cody left the employ of the Balloon Factory, and continued his experiments on Laffan's Plain by himself, ultimately achieving remarkable success, and in 1912 winning the £5000 prize offered by the War Office for the best performance by a military aeroplane.

In 1910 the Balloon Company R.E. put out the sprout of an aeroplane branch, which was known as "No. 1 Aeroplane Section, Balloon Company R.E." This was stationed at Lark Hill, on Salisbury Plain. From it developed the R.F.C. as we know it. This section was commanded by Captain J. B. Fulton, R.A., who later founded the Aeronautical Inspection Department, R.F.C.

About a year later, in 1911, efforts were made to induce the Admiralty to take an increased interest in aeroplanes. A naval airship, which never flew, was already under construction at Barrow-in-Furness, under the charge of Captain Murray Sueter, R.N. Several naval officers had already learned to fly privately at their own expense, but the Admiralty had done nothing to encourage aeroplanes.

In 1911 a member of the Royal Aero Club, Mr. Frank McClean, one of the pioneers of aviation who began experimenting in 1908, lent the Admiralty four biplanes built by the Short Brothers at Eastchurch, the Royal Aero Club's experimental aerodrome; and on these machines four officers were permitted to learn to fly. These officers were Lieutenants Samson, Gregory, and Longmore, R.N., and Lieutenant Gerrard, R.M.L.I. They were taught free of charge by a member of the Royal Aero Club, Mr. G. B. Cockburn, the Admiralty merely being responsible for the running expenses of the aeroplanes and for the pay of the officers.

Later on, the Admiralty bought these and a few other aeroplanes, acquired sheds and living accommodation near the aerodrome, detailed half-a-dozen other officers to be taught to fly there by the original four, told off some ratings as machine crews, and so founded at Eastchurch the beginnings of the R.N.A.S.

By the beginning of 1912, thanks chiefly to the brilliant cross-country performances of various French aviators, and to long aerial journeys by Zeppelin airships, the British Government began to realise the importance of Service aeronautics, and in that year it was decided to form the Royal Flying Corps. This was created as an amphibious service, similar to the Royal Air Force to-day. It consisted of a Naval and a Military Wing.

Captain Sueter, R.N., was appointed Director of the Air Department at the Admiralty, to control the Naval Wing; and Brigadier-General David Henderson, D.S.O., then Director of Military Training at the War Office, undertook the control of the Military Wing, Major F. H. Sykes being placed in active command. At a later date, General Henderson resigned his post as D.M.T. in order to become Director-General of Military Aeronautics.

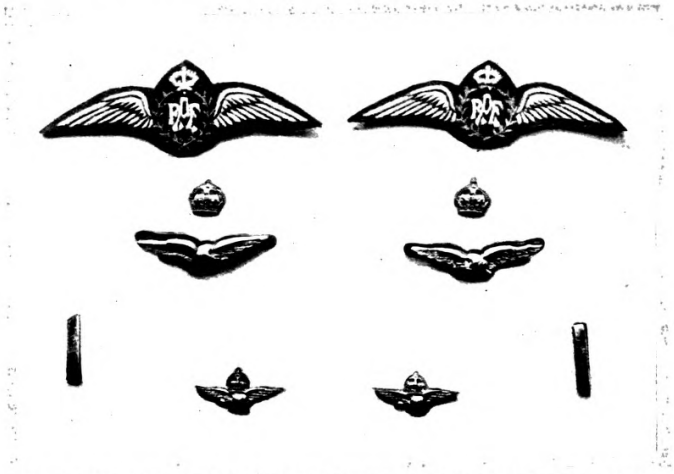
On the formation of the joint R.F.C., it was decided to form a joint school for both naval and military aviators at Upavon, on Salisbury Plain. The first Commandant of this establishment, which was named officially the Central Flying School, was Captain Godfrey Paine, M.V.O., R.N., who is now Major-General Sir Godfrey Paine, K.C.B., M.V.O., and Master-General of Personnel in the Royal Air Force. With him, as Chief Staff Officer and Assistant-Commandant, was Major Hugh Trenchard, D.S.O., Royal Scots Fusiliers, who is now Major-General Sir Hugh Trenchard, K.C.B., D.S.O., and Chief of the Air Staff in the Royal Air Force.



THE UNIFORM AND BADGES OF THE ROYAL AIR FORCE (LEFT) FRONT VIEW OF UNIFORM; (RIGHT) BACK VIEW.

The R.A.F. service dress is of khaki during the war, but afterwards a light-blue uniform of the same pattern will be substituted. Officers may wear the blue uniform during the war as mess kit. The cap is of R.N.A.S. pattern, with the crown khaki and the peak and band black. A cloth belt takes the place of the "Sam Browne."

Photograph by Sport and General.



R.A.F. BADGES: (TOP ROW) BREAST BADGES; (SECOND ROW) SLEEVE BADGES AND CROWNS; (THIRD ROW) "BRITISH WARM" BADGES AND TWO RANK BARS.

Rank is indicated on the cap as follows: General officers wear two rows of gold oak leaves on the peak, and field officers, one row. Captains have two upright metal bars on each side of the badge; Lieutenants and Second-Lieutenants, one bar on each side (as in the upper left-hand photograph).—[*Photograph by Sport and General.*]

Despite the theoretical unity of the two Wings of the R.F.C., and despite the complete amity of the officers and men of the two Services at the C.F.S., it was found that the nature of the work of the naval and military aviators differed so widely when once they had passed the elementary stages of their aerial education that gradually the Army began to predominate at the C.F.S., while the Navy's flying people tended to segregate at Eastchurch, and at the newer station at Calshot, on Southampton Water, where the flying of seaplanes was taught and where the Navy carried on experiments in flying from water.

This seemed inevitable in view of the fact that the naval aviators did everything Navy fashion—measured time by "bells," measured speed by knots, and ran their stations as if on board ship; while the Army people adhered to Army procedure. And so the Navy people began to call themselves the Naval Air Service, at first unofficially, and afterwards in official communications. The divergence of interests and customs increased until, on July 1, 1914—a month only before the outbreak of war—the Royal Naval Air Service was created officially. The Military Wing R.F.C. continued to exist officially, but only in contra-distinction to the Administrative Wing R.F.C. and the Aeronautical Inspection Department, R.F.C.

The importance of Service aeronautics had been recognised some years before the war by sundry enlightened Members of Parliament. Many questions were asked in Parliament concerning our unpreparedness for aerial warfare. The leader of what one may call the Air Party in the Commons was Mr. Joynson-Hicks; and in the House of Lords the most prominent advocate of an air fleet was Lord Montagu of Beaulieu.

On the outbreak of war the R.F.C. went abroad with about sixty aeroplanes all told; and the R.N.A.S. patrolled the Channel and the East Coast with a mixed force of seaplanes and shore-going machines of about the same number. Some half-dozen naval shore aeroplanes went to Flanders and raided Germany, this detachment becoming eventually the nucleus of the R.N.A.S. force which has carried on constant air war against the Germans in Flanders ever since.

The demand for more and more aeroplanes for both the Flying Services naturally led to keen competition for supplies, and the rapid increase in the personnel of the Services equally naturally led to a certain amount of personal rivalry which had detrimental effects. In consequence, fresh agitation arose, chiefly for improved efficiency and for the unification of the Services. The leaders of this agitation were again Lord Montagu and Mr. Joynson-Hicks, and to them was added Mr. Pemberton-Billing, who entered the House of Commons on the "air ticket" early in 1916.

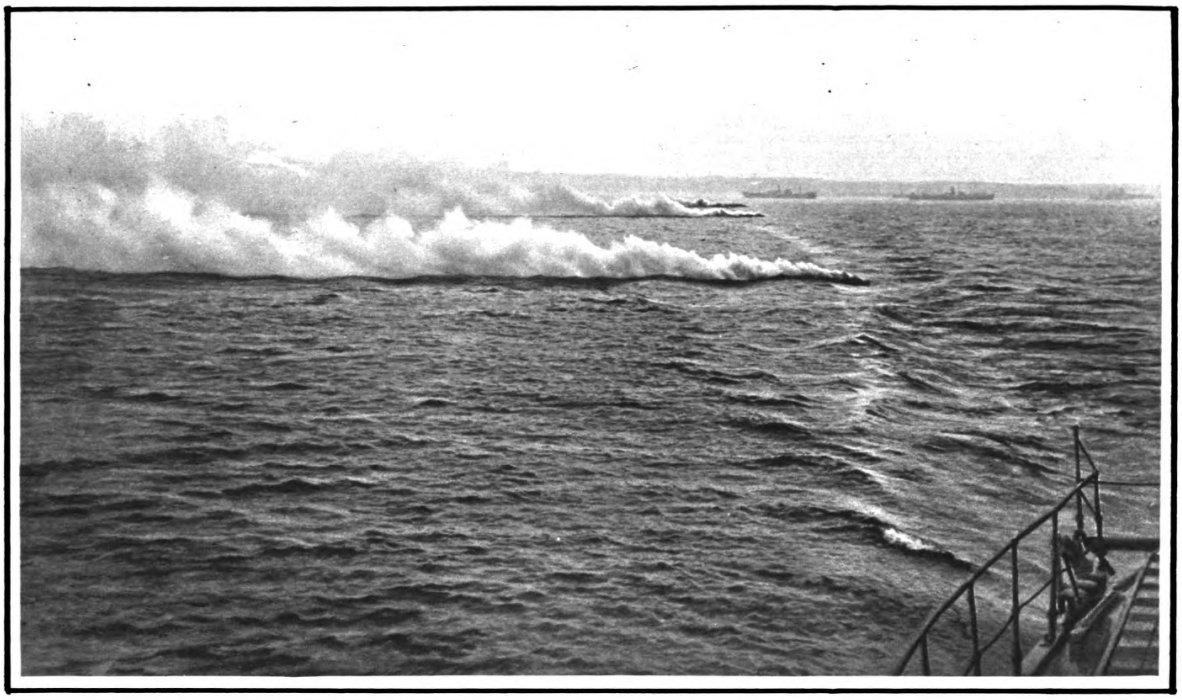
The result was the historic Air Inquiry Committee over which Mr. Justice Bailhache presided. The report of this Committee was issued late in 1916, and included a lengthy addendum by Mr. Charles Bright containing a number of recommendations which agree remarkably with various alterations since made in the constitution of the Flying Services.

Following on this report the first Air Board was formed, with Lord Cowdray as President, and Mr. William Weir (now Sir William) as Controller of Supplies. Great improvements were effected in the quality and quantity of aeroplanes and engines; but many people were still of the opinion that it was necessary to amalgamate the R.N.A.S. and R.F.C. in order to eliminate unfortunate competition between the Services.

This amalgamation was ultimately effected by the passing of the Air Force Bill in November 1917. The necessary process of organisation on paper occupied some months. The Air Ministry, with Lord Rothermere as Secretary of State, came into existence soon after the Bill became an Act of Parliament, and on April 1, 1918, the Royal Air Force became an active entity.

At the moment of writing no announcement has been made as to the precise delimitation between the naval and military branches of the R.A.F.

Convoy-Protection against U-Boats: Smoke-Screen Tactics during an Attack.

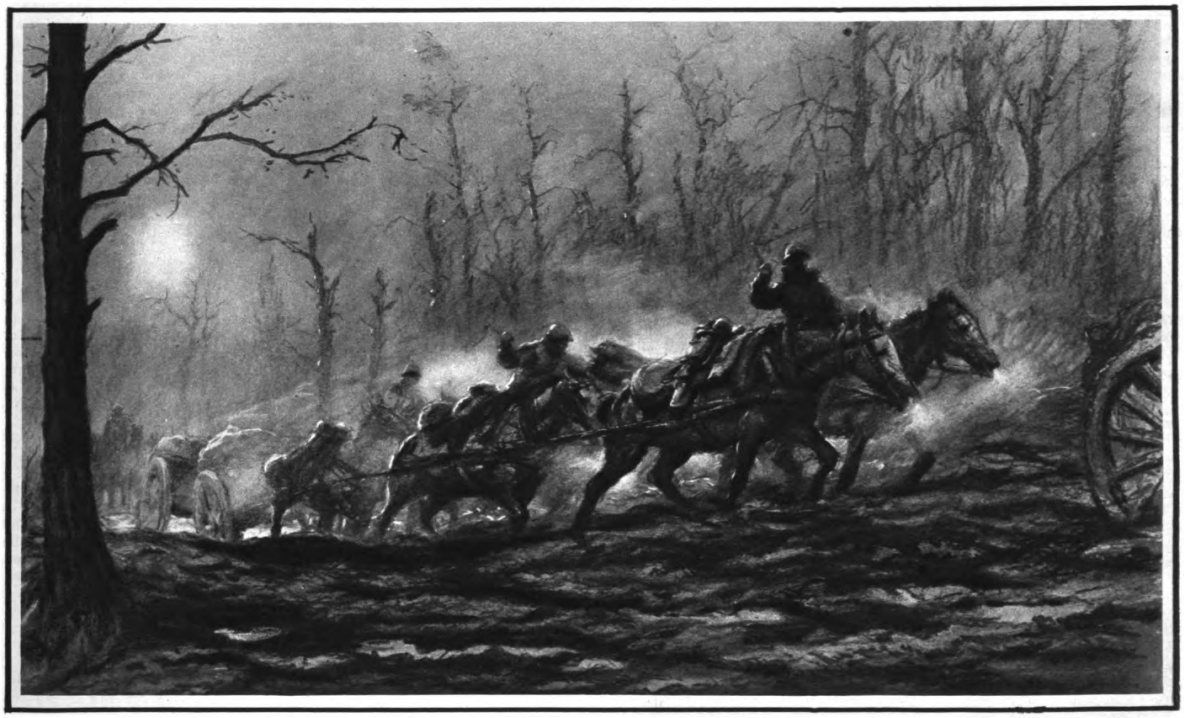


DROPPED AT REGULAR INTERVALS BETWEEN AN ATTACKING U-BOAT AND A CONVOY: SMOKE-BOXES FORMING A WALL OF SMOKE.

A U-boat is threatening the ships of the convoy, seen in line towards the background to the right. To baffle the U-boat an escorting ship (partly seen at the bottom right-hand corner) has moved up between the U-boat and its quarry. It has dropped a succession of smoke-boxes, to form a fog-screen behind which the convoy may go forward safely. The wake of the escorting ship is visible across the waves, with the smoke-boxes at intervals, giving off their trails of smoke.

REPRODUCED BY ARRANGEMENT WITH "L'ILLUSTRATION."

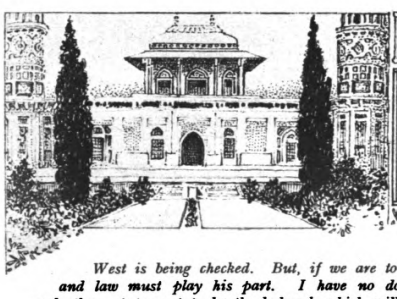
Under Fire: French Artillery Supplies Hustling Forward across Stiff Mud.



WITH THE HORSES TUGGING AND STRAINING THEIR HARDEST, WITH STEAMING FLANKS, AND PANTING: MAKING FOR THE BATTERY LINES IN ACTION.

A French "ravitaillement" column for the artillery, made up of six-horsed wagons, all heavily laden with stores and general supplies, is seen here. It is making its way forward under fire, at the best speed possible across the heavy soil, soft deep mud, along the edge of a hillside wood. The puff of the smoke from a shrapnel shell burst in the air in rear is seen. Smoke-fumes of bursting shells drift among the bare and splintered tree-trunks and branches, while the horses pant and struggle forward.

DRAWN BY GEORGES SCOTT. COPYRIGHTED IN THE UNITED STATES AND CANADA.



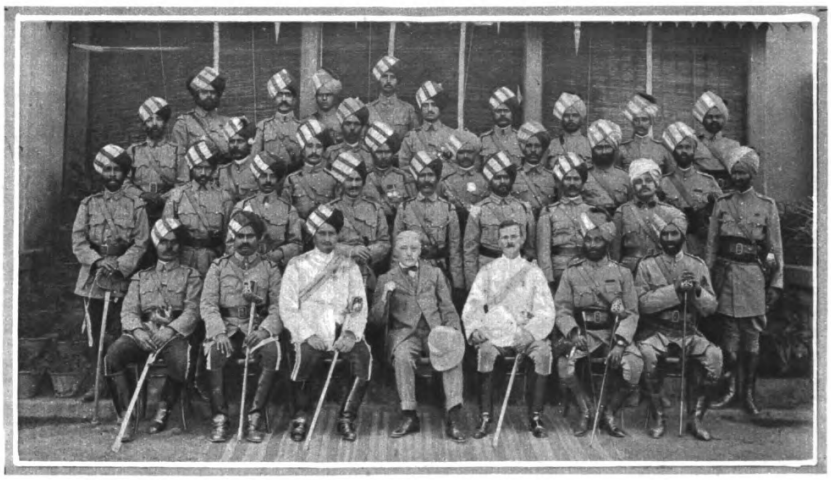
THE WAR-SPIRIT OF THE RAJAS.



"Thanks to the heroic efforts of the British Armies, assisted by their Allies, the attempt of the enemy in the West is being checked. But, if we are to prevent the menace spreading to the East and gradually engulfing the world, every lover of freedom and law must play his part. I have no doubt that India will add to the laurels it has already won, and will equip itself on an even greater scale than at present to be the bulwark which will save Asia from the tide of oppression and disorder which it is the object of the enemy to achieve. . . ."

NOWHERE in India will the stentorian call of the Prime Minister resound louder than in that part of the land which still belongs to Indians, and is ruled by them. The German challenge to civilisation set on fire the martial blood of the Maharajas, Rajas, and Nawabs who exercise sovereign functions in their own right and name over States large and small. They lost no time in coming forward personally to fight for the King-Emperor, and to aid his Majesty with men, money, and munitions. The Rajas' enthusiasm has proved to be full of vitality. It burns to-day as brightly as it did in the autumn of 1914.

In spite of the trials inseparable from campaigning and of persistent calls from their States—whose administration depends entirely upon their will—several Rajas remain on active duty. The armies of many of them are in the firing line—and have been there for almost four years. Drafts and money for their maintenance are going forward with clockwork regularity from the States. Not content with finding the money to keep their troops in the figh ing line, the Indian Rulers are generously contributing to the war-chest. Armoured aeroplanes, motor-ambulances, and hospital-ships given by Rajas are "doing their bit" in many theatres of war. The railway workshops in many States are as arsenals; and many palaces are being used as hospitals and convalescent homes. Without the liberality of the Rajas the war-charities started in India might well have had another tale to tell, and the War Loans raised in India would not have been so successful as they have been. When one closely examines this patriotism, one finds that it is not being shown by Rajas of a single race or religion, or by those ruling over States in one part of India. Contributions of one sort or another have come from them all. They number something like 710, and differ widely from one another in their racial and cultural heritage.



ACTIVE SERVICE SINCE THE BEGINNING OF THE WAR: IMPERIAL SERVICE TROOPS OF THE MAHARAJA OF MYSORE.

His Highness the Maharaja of Mysore, in Southern India, sent his Imperial Service Troops to the Front under the command of a near relative. He also contributed £333,333 to the Imperial war-chest, and has subscribed liberally to relief funds and War Loans.

Among the Rajas who came forward to fight in the Empire's hour of peril, one finds many Rajputs. Their race-name means "king's sons," and describes them exactly. They are the descendants of the mighty warrior-kings who ruled in India in prehistoric times. Through all their vicissitudes they have preserved the capacity to fight and to rule. The States that belong to them, some of which have been in the possession of their houses for centuries, are scattered all over India, though most of them are to be found in Rajputana (or "the home of the Rajputs"), Central India, and Kathiawar—that peninsula jutting out from the Bombay Presidency into the Persian Gulf.

Rajputana has sent the Maharajas of Bikanir, Jodhpur, and Kishengarh, and also Lieutenant-General his Highness Maharaja Sir Partab Singh of Jodhpur. The Maharaja of Idar, the Rana of Barwani, and the Rajas of Bariya and Ratlam have come from Central India. From portions of Kathiawar under Rajput rule came the Jam of Navanagar, the Thakur Sahib of Rajkot, and the Raj Sahib of Vankaner. Nepal, which nestles among the Himalayas and is ruled by Rajputs, sent a representative in the person of Lieutenant Rana Jodha Jang Bahadur, who won his Military Cross in Flanders. Nepal is outside the Indian protectorate, but it has been most assiduous in finding recruits for the Indian Army, and has been munificent in contributing to the war-chest and war-charities. The Rajput ruler of Kashmir, also situated in the Himalayas, has been so assiduous in rendering aid that some time ago the King-Emperor promoted him to the rank of Honorary Lieutenant-General. The Rajput ruler of Mysore, in Southern India, contributed £333,333 in a lump sum, besides sending his Imperial Service Troops on active service under the command of a near relative, and liberally subscribing to various war loans and relief funds.

Many relatives of Rajput Rajas are fighting in various theatres of war. One of them, a nephew of "Ranji," was killed some time ago in France. The regiment of cavalry that the Maharaja of Jodhpur has been maintaining on active service since the very outbreak of hostilities, and a portion of another cavalry regiment on active service, are composed of his Highness's clansmen, who meet and greet him on equal terms. The Camel Corps of Bikanir and the Mountain Batteries of Kashmir have won deathless fame in this war.

These Rajputs are not the only blue-blooded Hindus who have come forward to fight for the King-Emperor. The Raja of Akalkot, who was among the first Indians to volunteer for service at the front, is a Hindu belonging to one of the important Maratha clans. The Chief of Jamkhandi, another Hindu, is a Brahman. The reformed Hindu sect known as the Brahmo Samaj sent Lieutenant Maharaj-Kumar Hitendra Narayan of Cooch Behar, who remained at his post in the West until he was wounded and invalided back home. A cousin of the Maharaja of Cooch-Behar, Lieutenant Sen, is now in the hands of the Germans, his aeroplane having been overpowered by enemy machines while he was flying over their lines.

The Sovereign-Rulers of the Muslim States have gone forward to fight for his Majesty with the greatest enthusiasm. The Nawabs of Savanur and Sachin, and Mirzada Ghulam Ali Khan Talpur of Khairpur, have seen active service. The Nawab of Loharu, acting in a political capacity, has done much useful work in Mesopotamia.

The Nizam of Hyderabad, the greatest of Muslim Rulers in India, has been the ally of the British since the days of "John Company." His exalted Highness's contribution of £400,000 remains the largest gift of an individual, though it has not stopped him from subscribing generously to many funds and loans. His contributions total something like £1,000,000. His troops, under the command of Nawab Afsur-ul-Mulk, K.C.I.E., have been on active service since the beginning of hostilities, and have been maintained by him. His active co-operation with the British has had a political effect upon the Muslim world the importance of which it is difficult to exaggerate. No account of the war-services of the Muslim Rulers, no matter how brief, would be complete without mention of the contributions made by the "veiled Queen" of Bhopal, who ranks second among the Muslim Rulers of India. Like the Nizam, her Highness took the greatest pains to expose Turkish treachery and to make her co-religionists in India and elsewhere realise that the Turks were the tools of the Kaiser. As soon as the war broke out, she busied herself to provide medical relief for wounded soldiers. In co-operation with the Maharaja-Sindhia of Gwalior and other Rajas, she chartered a hospital-ship which was named the *Loyalty*. All sorts of war-charities in India have benefited from her generosity. She recently assisted Lady Chelmsford to organise a special Indian "Our Day" to collect funds for Red Cross work. Her eldest son, Sahibzada Nasrullah Khan, volunteered for service, but sickness compelled him to return home from Aden.

His Highness the Maharaja of Patiala, who possesses the largest, most populous, and richest State of any Sikh Ruler, was also compelled by serious illness to return home from Aden when he was on his way to fight in France. He has, however, been able to render incalculable service during the war. The flower of his army has been at the front since the autumn of 1914. He has supplied many recruits to the Army. His contributions to the War Loan and relief funds run into many figures, and lately he gave a fleet of hospital-ships for service in Mesopotamia.

Troops from Jind and Kapurthala, both Sikh States, have seen much active service and have won renown. The Maharaja of Kapurthala's second son, Maharaja-Kumar Amarjit Singh, has fought personally. The contributions of the Maharaja of Nabha, a great Sikh leader, have been so many that reference can only be made to the palatial hospital-ship *Nabha*, that he sent some time ago to the Mesopotamian front. Since his investiture with ruling powers the Maharaja of Faridkot, who also is a Sikh Ruler, has given many proofs of his Imperialistic sentiments. The Sikh State of Kalsia, in spite of its small size, has contributed its mite. It may be added that, in proportion to its numbers, the Sikh community has sent more fighters to the field of battle than any other community in the Empire.

The Maharaja-Sindhia of Gwalior and the Maharaja of Bikanir deserve to be singled out for the assistance that they have given in tapping the Indian reservoir of man-power. The Maharaja-Sindhia has made many magnificent contributions and feels keen regret that ill-health made it impossible for him to go to the front. The Maharaja of Bikanir, as already stated, has been on active service. These Sovereign-Rulers are largely responsible for the creation of the Conference of Rajas that has met twice during the war. It was organised in order to promote closer relationship between the British and the Rajas, and to solve the problems that are constantly arising between Indian States, and also between the British-India and Indian States. At the first Conference, held last year, the Maharaja-Gaekwar of Baroda, who is a gifted speaker as well as capable administrator, expressed the attachment of his brother Rajas to the British Crown, and declared that the Empire could count upon their support in any and every crisis that might arise.

ST. NIHAL SINGH.

THE WAR SPIRIT OF THE RAJAS: RULING PRINCES OF INDIA.

PHOTOGRAPHS BY BASSANO, SPEAIGHT, VANDYK, W. AND D. DOWNEY, AND JULIAN RUST.



H.H. THE MAHARAJA OF NABHA.
A great Sikh leader who sent a splendid hospital-ship, the "Nabha," to Mesopotamia, besides aeroplanes and ambulances, and has subscribed liberally to war funds.





LIEUT. MAHARAJ-KUMAR HITENDRA NARAYAN OF COOCH BEHAR.
A relative of the Maharaja of Cooch Behar. He served on the Western Front, where he was wounded.



MAJOR H.H. THE MAHARAJA OF KISHENGARH.
The Maharaja volunteered for personal service on the Western Front.

LIEUT. H.H. THE MAHARAJA OF JODHPUR.
Though only in his seventeenth year in 1914, he came to Europe with his cavalry, returning later for his enthronement. He married a sister of the Jam of Nawanagar ("Ranji").



LIEUT.-COL. H.H. THE RAJA OF RATLAM (CENTRE) WITH DISTINGUISHED INDIAN OFFICERS.
In the group also are Lieut. Pané Singh, Capt. Raj-Kumar Sirdar Singh, Capt. Gaj Singh, and Lieut. Sagat Singh.



LIEUT.-GEN. H.H. SIR PARTAB SINGH, OF JODHPUR.
The Grand Old Man of India, who, in spite of his seventy-five years, insisted on serving.

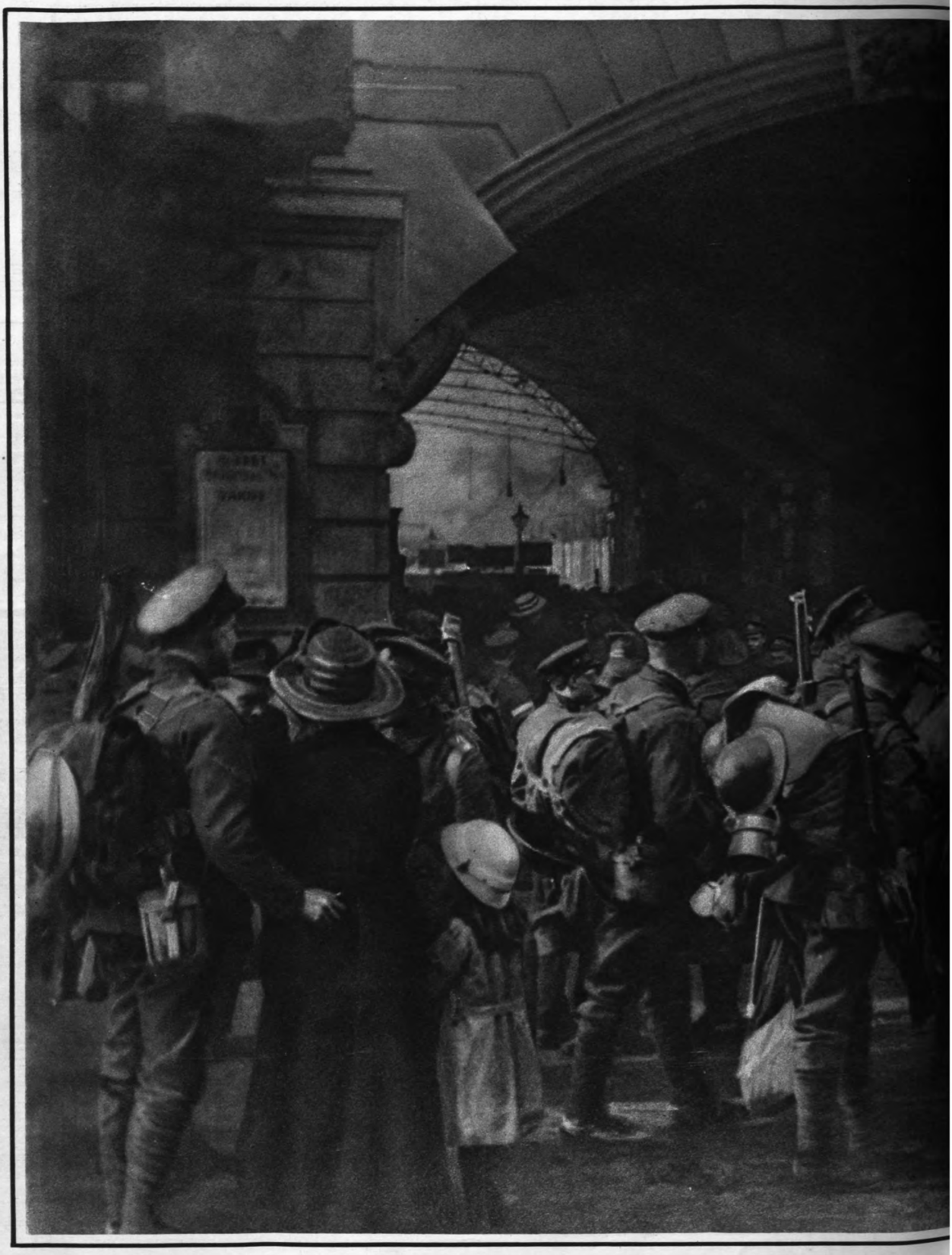


H.H. THE MAHARAJA OF FARIDKOT.
The Maharaja, who recently attained his majority and came into power, has shown great Imperial patriotism by finding men and money for the war.



H.H. THE MAHARAJA-GAEKWAR OF BARODA.
The Gaekwar was one of the largest subscribers to the War Loan, and he has converted his beautiful palace overlooking the Bay of Bombay into a military hospital.

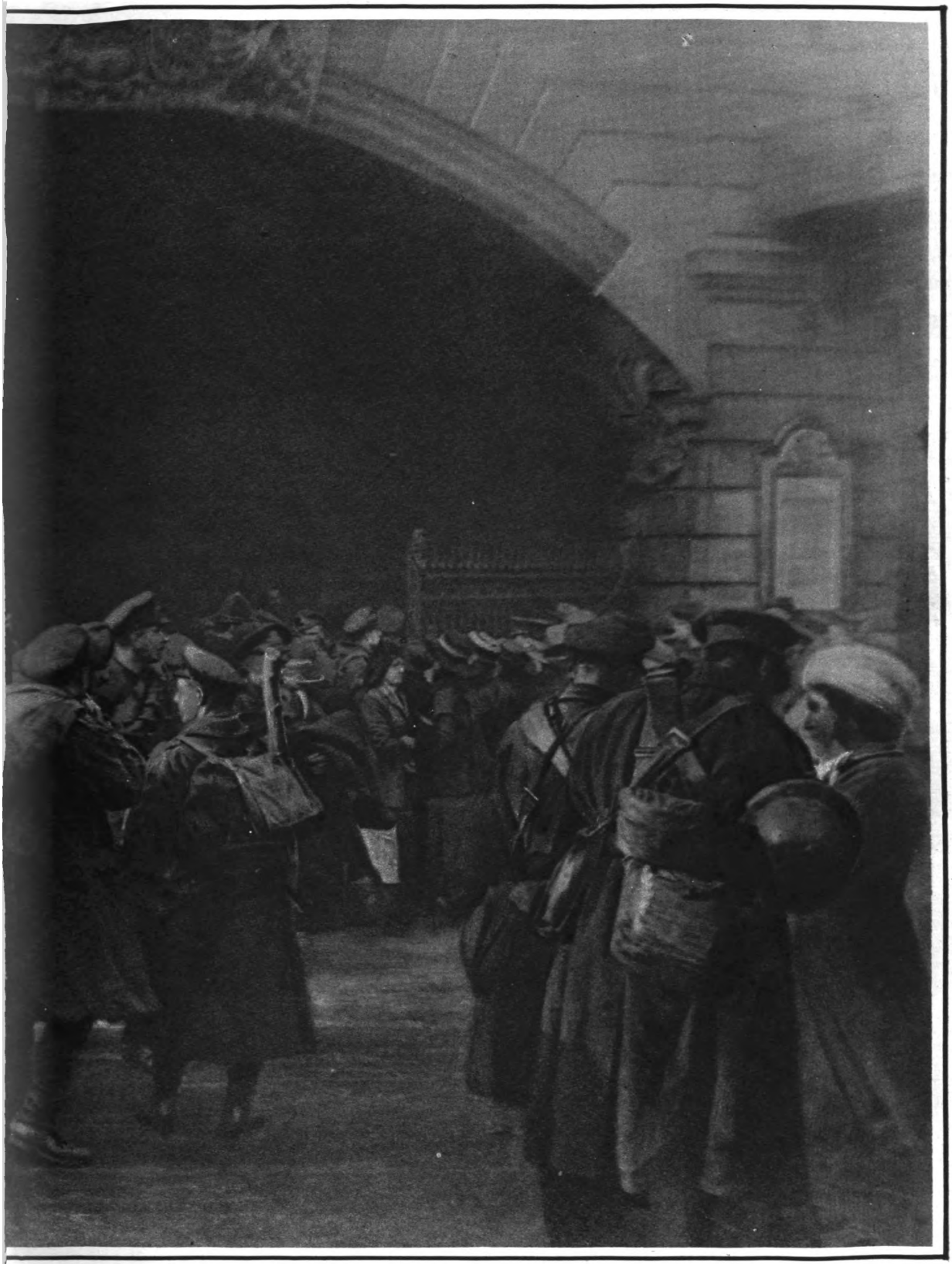
There is no doubt that India will respond to the Prime Minister's appeal (quoted on the opposite page) as nobly as she did in the first shock of the war. Her ruling Princes have throughout displayed splendid loyalty to the Allied cause, both by personal service and by munificent gifts of money and war material. In his reply to Mr. Lloyd George's message, the Viceroy, Lord Chelmsford, said: "All India is stirred to the depths by the noble sacrifices now being made by the British people in the cause of the world's freedom, and by the stern, unalterable resolution which those sacrifices evince. India, anxious yet confident, realises to the full the great issues at stake in this desperate conflict, and your trumpet call at this crisis will not fall upon deaf ears." Our article opposite tells the magnificent way in which the great native Indian rulers have hitherto supported the Empire.



THE GATE O

This wonderful photograph, which combines the absolute realism of the camera with all the picturesque composition and the human pathos that an artist's skill could infuse into such a subject, illustrates a scene that has grown sadly familiar during the war. It shows a draft of British soldiers bound for the Western Front entering the gates

PHOTOGRAPH BY F.

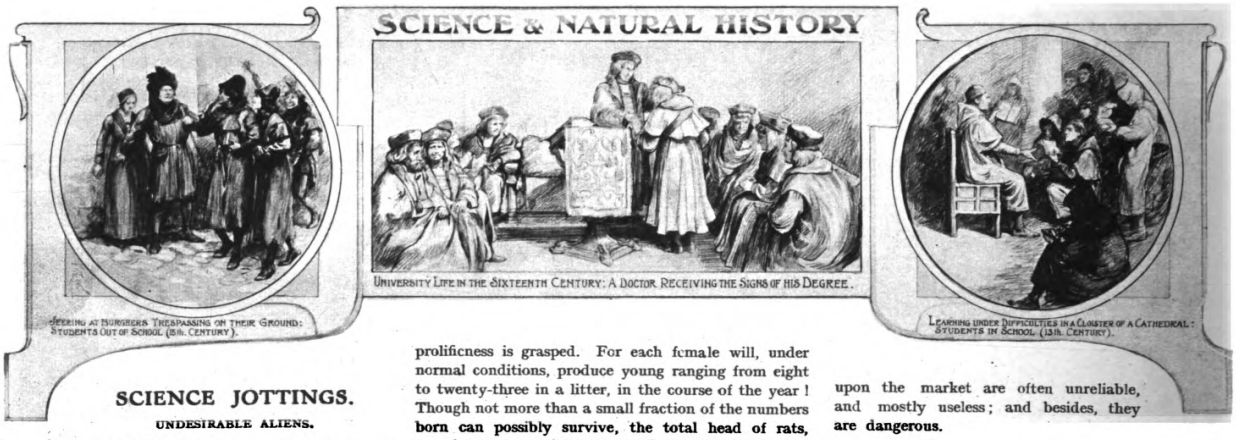


GOOD-BYE.

of a London terminus to entrain. Among them are their womenfolk and children come to bid a good-bye to the husbands and fathers and brothers whom it may be they will see no more. The picture helps us to understand the suffering mingled with courage and pride that exists in thousands of British homes to-day.

J. Mortimer.

SCIENCE & NATURAL HISTORY



JEERING AT NURSERS TRESPASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (15th. CENTURY).

UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.

LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13th. CENTURY).

SCIENCE JOTTINGS.

UNDESIRABLE ALIENS.

THOUGH for some years past spasmodic attempts have been made to reduce the number of rats which batten on our stores of food, the seriousness of the menace of these destructive rodents among us is far from generally realised. But now, when the loss of food, through waste, has become so serious a matter, the attempt to exterminate this pest must be undertaken in grim earnest. Yet it is hard to arouse the public generally to a sense of their duty in this regard. Presently, without doubt, alarm will galvanise us into action, for with the increase of allotment gardens, and the keeping of fowls and other live stock, the rat is increasing among us. And this is true even in the London area. A friend of mine killed no fewer than five in his garden, at Putney, last week. Presently, he is afraid, they will invade his house. This is the first of such visitations he has had, and the invaders came, apparently, from the garden of a neighbour who has started a fowl-run. It will not be long before we hear of similar invasions all over the country.

It is estimated that not less than 40,000,000 rats find harbourage among us to-day. And this estimate is probably far below the mark. This much may be gathered from the fact that, in 1901, about 37,000 were killed on one farm near Chichester; and no really serious attempts have been made since to eradicate this pest. So long ago as 1904 Sir James Crichton-Browne placed the damage done by them annually at £15,000,000, and this is probably a modest estimate. Now that food, and especially grain—the favourite food of this animal—is so scarce, we must, indeed, bestir ourselves. It is true we are not the only country thus infested. The United States Biological Survey estimates the loss in America at 200,000,000 dollars; while it costs France 200,000,000 francs; and Germany 200,000,000 marks.

The enormous numbers of these animals will readily be appreciated when their extraordinary prolificness is grasped. For each female will, under normal conditions, produce young ranging from eight to twenty-three in a litter, in the course of the year! Though not more than a small fraction of the numbers born can possibly survive, the total head of rats, year by year, continues to stand at certainly not less than 40,000,000.

Failing another Pied Piper of Hamelin, individual effort to suppress this plague must of necessity prove utterly useless. Concerted action is imperative; and this can only be secured by State control of the crusade that must be waged, at once. If A clears his ground he is merely preparing a fresh breeding-ground for the surplus rat population on the ground of B, who is indifferent about his duty in this respect. Further, it must be made a punishable offence to kill owls, stoats, or weasels, which, in the interests of game preservation, have been mercilessly slaughtered. It is, I know, contended that weasels are of no service in this matter; since a weasel is no match for an adult rat. This may well be; but rats, like other animals, are born young; and up to the half-grown size they can be successfully tackled by this useful little carnivore. Ferreting, "ratting" with dogs, trapping, and poison must do the rest. The various "viruses" put upon the market are often unreliable, and mostly useless; and besides, they are dangerous.

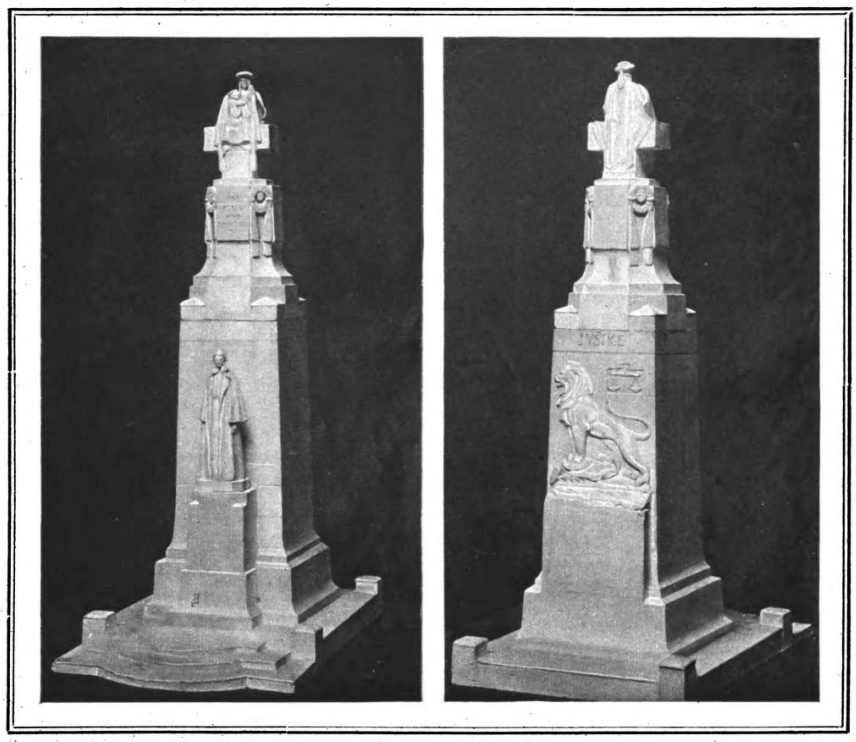
But our authorities, in their zeal for preventing waste in the matter of food, have decreed that no traps shall be baited: overlooking the fact that one rat will consume more human food in the course of a week than would suffice to bait dozens of traps. Hence, it is to be hoped, this decree, which defeats its own ends, will speedily be amended.

Killing, after the methods suggested, will not alone suffice to rid us of this pest. All buildings must be rendered rat-proof. This applies to barns, outhouses, and stacks, as well as warehouses and dwelling-houses in town and country. All ships in harbour must have hawsers provided with shields. These may sound like counsels of perfection. Yet they are within the bounds of possibility, and may certainly be attained in the case of buildings in the course of construction. Finally, all food must be stored in rat-proof receptacles. When it is realised that the rat population is directly governed by its food supply, it will be seen that the last word in this matter rests with us.

Professional rat-catchers, on their present terms of employment, are a snare and a delusion. For if they do their work thoroughly, they exterminate themselves as well as their victims! They should be employed at the public charge, and their pay should increase in proportion as the rats decrease: reaching its maximum with the disappearance of the last rat, when their pay should continue as a well-earned pension. This would cost the country a few hundreds per annum—and we should save several millions sterling.

But it is not merely as a food-destroyer that the rat is so costly. It is also a very active agent in the spread of disease, in the form of plague, anthrax, influenza, and probably also swine fever. If it were only to exterminate these ills, the crusade against the rat should be regarded as a matter of grave necessity.

W. P. PYCRAFT.



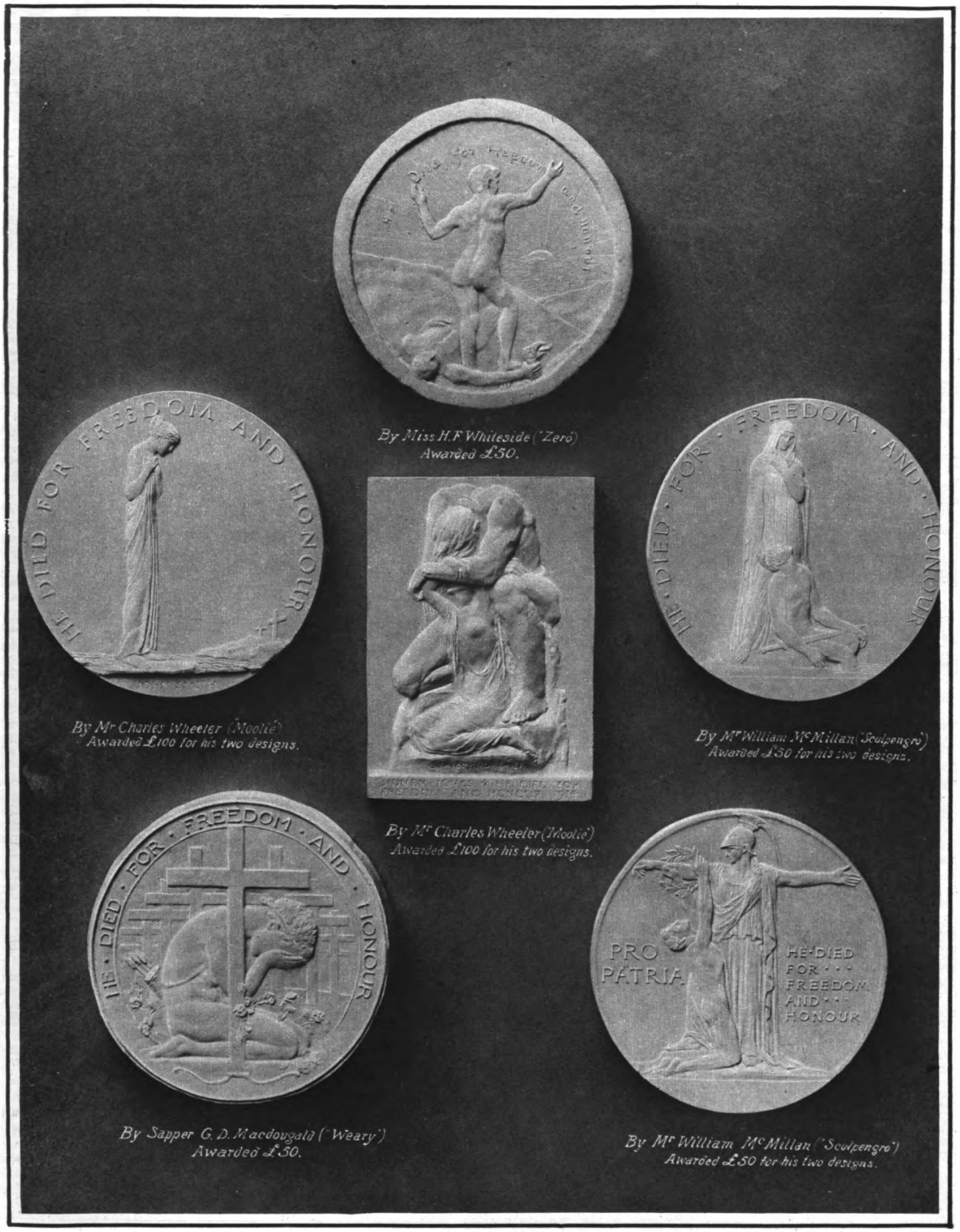
THE MEMORIAL TO EDITH CAVELL, BY SIR GEORGE FRAMPTON: (ON THE LEFT) THE FRONT OF THE MONUMENT, WITH THE STATUE OF MISS CAVELL; (ON THE RIGHT) THE BACK OF THE MONUMENT.

The above photographs show respectively the front and back of the memorial to the martyr nurse, Edith Cavell, as it will appear when in place at the foot of St. Martin's Lane. The monument is the work of the famous sculptor Sir George Frampton, who gave his services free, the cost of the material being provided by the "Daily Telegraph" Fund. The Carrara marble for the statue will not reach this country till the end of the war.

Photographs by F. Hilaire D'Arcis.

"FOR FREEDOM AND HONOUR": PRIZE DESIGNS FOR A MEMORIAL PLAQUE.

OFFICIAL PHOTOGRAPHS.



By Miss H. F. Whiteside ("Zero"). Awarded £50.

By Mr Charles Wheeler (Moolié). Awarded £100 for his two designs.

By Mr William McMillan (Sculpengro). Awarded £50 for his two designs.

By Mr Charles Wheeler (Moolié). Awarded £100 for his two designs.

By Sapper G. D. Macdougald ("Weary"). Awarded £50.

By Mr William McMillan ("Sculpengro"). Awarded £50 for his two designs.

AWARDED PRIZES IN THE COMPETITION FOR A MEMORIAL PLAQUE TO THOSE FALLEN IN THE WAR: THE SIX DESIGNS ADJUDGED NEXT IN MERIT TO THAT SELECTED.

In our issue for April 6, we illustrated the accepted design for a memorial plaque to be given to the next-of-kin of all members of his Majesty's Forces who have fallen in the War. The successful design was the work of Mr. E. Carter Preston, of Liverpool, who received the first prize of £250. We reproduce above the six designs adjudged next in order of merit. Nineteen others were honourably mentioned, and over 800 submitted, some coming from Australia, New Zealand, and Canada, others from men serving in Palestine and on other fronts. With the plaque will be given an inscribed scroll. It was arranged to place all the prize designs on view in the Victoria and Albert Museum.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, SWAINE, JENKINS, BOUGHTON, ELLIOTT AND FRY, ANNAN, TOPICAL, BASSANO, MORTIMER, AND LANGFIER.



LIEUT.-COL. F. H. A. WOLLASTON, D.S.O.
Son of Mr. Wollaston, Nuneaton.

CAPT. GILBERT H. NORRIS,
King's R. Rifles. Son of Rev. W. B. Norris, Warblington Rectory.

CAPT. F. KNOWLING, M.C.,
A. and S. Highlanders. Son of Dr. E. M. Knowling, of Tenby.

MAJOR GLAZEBROOK, D.S.O.,
Cheshire Yeomanry. M.P. for South Manchester. A big game hunter.

2ND LIEUT. C. H. BOVILL,
Coldstream Guards. Author of many popular revues.

BREV.-COL. H. M. LENOX-CONYNGHAM, D.S.O.,
Son of late Col. Lenox-Conyngham.

BRIG.-GEN. N. TOWNSEND FULTON, C.M.G., D.S.O.,
Killed in action. Mentioned twice in despatches.

LIEUT.-COL. ALAN R. HAIG-BROWN, D.S.O.,
Middlesex Regt. Son of the late Canon Haig-Brown.

COL. G. O. W. LAMOND,
R.E. Son of late Mr. Robert P. Lamond, Solicitor, of Glasgow.

CAPT. FRED. SELOUS, M.C.,
R.F.C. Killed in action one year after his father, the explorer.

CAPT. W. G. BAGOT-CHESTER,
Son of Rev. A. S. M. Bagot-Chester.

BRIG.-GEN. EDWARD FEETHAM, C.B., C.M.G.
Son of Rev. William Feetham, Penrhôs, Monmouthshire.

MAJOR C. CAMPBELL,
R.F.C. A founder of the Photographic Side of the R.F.C.

COL. G. F. N. TINLEY, C.B., C.M.G.,
I.A. Son of late Major-Gen. Robert N. Tinley, Cape Mounted Rifles.

BRIG.-GEN. R. BARNETT-BARKER, D.S.O.
Son of late Major John Barnett-Barker.

LIEUT.-COL. J. H. S. DIMMER, V.C., M.C.
Won the V.C. at Klein Zillebeke.

LIEUT.-COL. ST. BARBE R. SLADEN,
Queen's. Son of Mrs. St. B. Sladen.

CAPT. M. W. C. SPROTT,
Norfolk Regt. Elder son of the Bishop of Wellington, N.Z.

LIEUT.-COL. SPENCER ACKLOM, D.S.O., M.C.,
Highland Light Infantry.

CAPT. DUDLEY ADAMS,
R.G.A. Elder son of Mr. John Adams, of Sydney.

LIEUT.-COL. THE MASTER OF BELHAVEN.
Son of Lord Belhaven.

WELL-KNOWN M.P. ON "PELMANISM."

83 Admirals and Generals now Enrolled.

75 ENROLMENTS IN ONE FIRM!

"PELMANISM" continues its extraordinary progress amongst all classes and sections of the community.

To the many notable endorsements of the System which have been already published there is now added an important pronouncement by a well-known M.P.—Sir James Yoxall, whose eminence, both as an educationist and as a Parliamentarian, gives additional weight to his carefully considered opinion.

"The more I think about it," says Sir James Yoxall, "the more I feel that Pelmanism is the name of something much required by myriads of people to-day."

He adds: "I suspected Pelmanism; when it began to be heard of I thought it was quackery. **Now I wish I had taken it up when I heard of it first."**

This is very plain speaking; but plain speech is the keynote of the entire article. Thus one of the greatest national authorities upon the subject of education adds his valuable and independent testimony to that of the many distinguished men and women who have expressed their enthusiasm for the new movement.

83 Admirals and Generals are now Pelmanists, and nearly 25,000 of all ranks of the Navy and Army. The legal and medical professions are also displaying a quickened interest in the System—indeed, every professional class and every grade of business men and women are enrolling in increasingly large numbers.

Several prominent firms have paid for the enrolment of eight, ten, or a dozen members of their staffs, and one well-known house has just arranged for the enrolment of 75 of the staff.

With such facts before him, every reader of *The Illustrated London News* should write to the address given below for a copy (*gratis and post free*) of "Mind and Memory," in which the Pelman Course is fully described and explained, together with a special supplement dealing with "Pelmanism as an Intellectual and Social Factor," and a full reprint of *Truth's* remarkable Report on the work of the Pelman Institute.

A DOCTOR'S REMARKABLE ADMISSION.

Fascination of the "Little Grey Books."

Within the past few weeks several M.P.'s, many members of the aristocracy, and two Royal personages, as well as a very large number of officers in H.M. Navy and Army, have added their names to the Pelman registers.

One of the most interesting letters received lately comes from a lady in the Midlands. Being 55 years of age and being very delicate, she had her doubts as to whether she should take a Pelman Course. She consulted her son, a medical practitioner, who at first laughed at the idea, but promised to make inquiries. The outcome was a letter in which the Doctor wrote:

"'Pelmanism' has got hold of me. I have worked through the first lesson and . . . I am enthusiastic."

His experience tallies exactly with that of Sir James Yoxall, M.P., Mr. George R. Sims, and a host of other professional men (doctors, solicitors, barristers, &c.), who have admitted that their initial scepticism was quickly changed into enthusiasm.

"Truth's" Dictum.

Truth puts the whole matter in a nutshell in its famous Report on the work of the Pelman Institute—

"The Pelman Course is . . . valuable to the well-educated, and still more valuable to the half-educated or the superficially educated. One might go further and declare that the work of the Pelman Institute is of national importance, for there are few people indeed who would not find themselves mentally stronger, more efficient, and better equipped for the battle of life by a course of Pelman training."

Easily Followed by Post.

"Pelmanism" is not an occult science; it is free from mysticism; it is as sound, as sober, and as practical as the most hard-headed "common-sense" business man could desire. And as to its results, they follow with the same certainty with which muscular development follows physical exercise.

It is nowhere pretended, and the inquirer is nowhere lead to suppose, that the promised benefits are gained "magically," by learning certain formulæ, or by the cursory reading of a printed book. The position is precisely the same, again, as with physical culture. No sane person expects to develop muscle by reading a book; he knows he must practise the physical exercises. Similarly the Pelmanist knows he must practise mental exercise.

"The Finest Mental Recreation."

"Exercises," in some ears, sound tedious; but every Pelmanist will bear out the statement that there is nothing tedious or exacting about the Pelman exercises. Indeed, it is no exaggeration to say that an overwhelming proportion of Pelmanists describe the exercises as "fascinating," "delightful," "the finest mental recreation I have known."

There are thousands of people of all classes who would instantly enrol for a Pelman Course at any cost if they only realized a tithe of the benefits accruing. Here, again, a Pelmanist may be cited in evidence:—"*If people only knew*," he says, "*the doors of the Institute would be literally besieged by eager applicants.*"

The Course is founded upon scientific facts; that goes without saying. But it presents those facts in a practical, every-day fashion, which enables the student to apply, for his own aims and purposes, those facts without "fagging" at the hundreds of scientific works which he might otherwise read without gaining a fraction of the practical information and guidance secured from a week's study of Pelmanism.

A system which can evoke *voluntary* testimony from every class of the community is well worth investigation. Who can *afford* to hold aloof from a movement which is steadily gaining the support of all the ambitious and progressive elements in the Empire? In two consecutive days recently two M.P.'s and a member of the Upper House enrolled. Run through the current Pelman Register, and therein you will find British Consuls, H.M. Judges, War Office, Admiralty, and other Government Officials, University Graduates, Students, Tutors, Headmasters, Scientists, Clergymen, Architects, Doctors, Solicitors, Barristers, Authors, Editors, Journalists, Artists, Actors, Accountants, Business Directors and Managers, Bankers, Financiers, Peers, Peeresses, and men and women of wealth and leisure, as well as Salesmen, Clerks, Typists, Tradesmen, Engineers, Artisans, Farmers, and others of the rank-and-file of the nation. If ever the well-worn phrase, "from peer to peasant," had a real meaning, it is when applied to Pelmanism.

Over 250,000 Men and Women.

The Pelman Course has already been followed by over 250,000 men and women. *It is directed through the post, and is simple to follow.* It takes up very little time. It involves no hard study. It can be practised anywhere, in the trenches, in the office, in the train, in spare minutes during the day. And yet in quite a short time it has the effect of developing the mind, just as physical exercise develops the muscles, of increasing your personal efficiency, and thus doubling your all-round capacity and income-earning power.

The improvement begins with the first lesson, and continues, increasingly, right up to the final lesson of the course. Individual instruction is given through the post, and the student receives the utmost assistance from the large expert staff of instructors at the Institute in solving particular personal difficulties and problems.

"Pelmanism" is fully explained and described in "Mind and Memory," which, with a copy of *Truth's* remarkable report on the work of the Pelman Institute, will be sent, *gratis and post free*, to any reader of *The Illustrated London News* who addresses The Pelman Institute, 53, Wenham House, Bloomsbury Street, London, W.C. 1.

Take your Organisation problems to K&J

A CRITIC of Walter Bagehot wrote that he had a genius for seeing the obvious facts

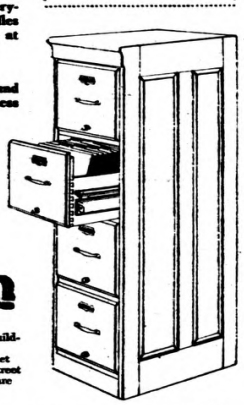
Many organisation problems are unsolved because facts that stare one in the face go unrecognised

Firms engaged in "Essential" War Work have first consideration
"Turn to K & J"

This is very true in connection with Filing. Everybody in the firm, from principal to office boy, handles papers. If the Filing system is weak this fact lies at the root of delay and error.

Bad Filing permeates the whole of a business.

The solution of the trouble is perfectly simple and easily demonstrated. By adapting to your business that *Unit Principle*, which is the basis of K & J Filing Systems, we guarantee to put this part of your organisation straight.



Call at the nearest K & J Show Room and let us talk it over with you

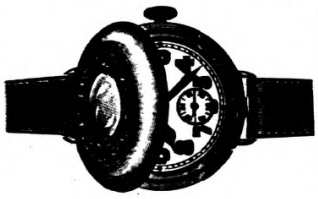
Get in touch with K & J and Organise for Efficiency

Kenrick & Jefferson

Birmingham—20 Temple Street
Cardiff—5 Church Street
Leeds—82 Albion Street
Leicester—19 and 20 Corridor Chambers, Market Place
Liverpool—30 Castle Street
Head Office—West Bromwich
Belfast—Scottish Provident Buildings Donegall Square
Glasgow—166 Buchanan Street
Manchester—7 Blackfriars Street
Newcastle—St Nicholas Square
Sheffield—28 Change Alley
Swansea—3-5 Goat Street

LONDON - 22 St Andrew Street Holborn Circus E C 4

Harrods
Trustworthy Watches



J 1749



J 1750



J 1748

MANY hundreds of Harrods Wrist Watches have been bought by British Officers and by Indian Officers through the *personal recommendation* of other Service men who have tried them. Could any better proof be given of their value and trustworthiness?

J. 1749.—Service Wrist Watch. Silver Half-Hunter Case. Luminous figures and hands. Fine jewelled lever movement **£4 4 0**
Higher Grade .. **£5 10 0**

J. 1750.—Military Luminous Watch. Silver dust and damp proof screw case. Fine jewelled lever movement **£3 3 0**
Higher Grade.. .. **£4 15 0**
Other makes in Silver from **£2 0 0**

J. 1748.—Silver Hunter Case. Luminous figures and hands, visible at night. Jewelled lever movement .. **£3 0 0**
Smaller size ditto .. **£3 0 0**

All Watches purchased at Harrods are guaranteed for Three Years.

HARRODS Ltd — *Woodman Burbidge Managing Director* — LONDON SW 1

LADIES' PAGE.

A PROUD record is that of the Women's Army Auxiliary Corps, "mentioned" specially for their courage and devotion to duty in connection with the recent heavy battles in France. The exact words of the praise are these: "The Army Council has read excellent reports of the behaviour of the W.A.A.C.'s during the late heavy fighting. . . . The W.A.A.C.'s during the crisis have more than justified their existence, and have well maintained the credit of their sex and of the Army to which they belong." Illustrations are given, such as a detachment in domestic service at an Army school who remained "in a dangerous position after all the pupils had left," and continued to prepare and serve food to the exhausted officers and men till all were compelled to evacuate the place, and then, refusing an offer made to them to receive transport on the ground that it was needed for more urgent use, the women walked fifteen miles back to the place to which they were ordered. Who could have predicted, not merely such courage, but such a reserve of physical strength, staying power, and nerve force as the women of Britain are now displaying?

"Needs must," however, governs many arrangements, and even the erratic fashion of dress is compelled to bow before the conditions produced by the Great War. The extreme shortage of woollen fabrics and the consequent high prices have compelled the designers to adopt—as, indeed, they were formally asked by the French Government to do—a new and narrow cut for skirts. Unnecessary fulness and superfluous folds are abolished. As to waists, they are like the snakes in Iceland—there are none. A loose belt just indicates where the waist naturally must be, or the skirt part of a one-piece gown is run with a little line of fulness on to a closer-fitting bodice piece. A dressy style is to have a very wide belt-piece passing round the figure from the hips to the bust, in a different material from the rest of the dress, not shaped in at all, but the necessary fulness to the skirt for the width of the hips gives a certain shapeliness to the silhouette; as nearly as possible, however, it is a straight line. This very wide belt may be of satin, and is often decorated with a little embroidery or a bead motif. Sleeves, still on the no-waste idea, are quite tight, buttoning close to the wrist in some cases. Very deep collars, almost capes, on the other hand, are often seen, and would have difficulty in justifying their economy of material. Coat-frocks are as fashionable as ever, and on these the collar is apt to be large. Black and white checks are much used, and a big collar of plain cloth in a contrasting colour, such as pale tan, mastic, lime-green, putty, or pale fawn, is a pleasing contrast. The collar is often pointed, the tips falling nearly to the waist, and it is then termed a "shawl collar." Square sailor-collars are also used, but extra deep at the back. Tunics, moderately full over tight skirts, often in two materials, the upper garment reaching nearly or quite to the knee, are much patronised. Tailor-made gowns also show close-fitting skirts, with narrow but rather fuller coats nearly to the knees. Some are made with a vest of a contrasting colour introduced. Belts are put to tie or button loosely in some designs, but mostly the coat is cut to hang gracefully without an indication of waist-line, except, perhaps, by a slight in-curving cut, but often not even that—a mere sac-like, loose fall from the shoulder.



A DAINTY SPRING FROCK (AT HARROD'S).
This pretty frock is in Georgette, in many dainty shades. It has a Japanese silk lining, and an embroidered bolero-bodice over a pleated skirt. It is obtainable for 8½ guineas, and is known as the "G.O. Sheila" design.

The well-dressed woman who has taste and takes a little trouble need not lapse from her ideals even in these times of stress and difficulty, as the "Book of Spring Styles" issued by Harrod's, of Brompton Road, S.W., convincingly proves. It speaks well for the taste and enterprise of the famous house that this sixty-page illustrated Spring Catalogue teems with dainty illustrations of dress for women, girls, and children, to an extent which makes it a veritable Encyclopædia of Elegant Dress offered at moderate prices. Originality combined with restraint is a dominant note of Messrs. Harrod's spring fashions, and their catalogue will be pored over with pleasure and profit by all who admire distinction combined with moderation of price. With so many designs, it would be invidious to over-emphasise one here and one there where all are so admirable, and the familiar advice "Get it at Harrod's" may be echoed with safety, whether the dress desired is for ladies, young girls, or children. It may, however, be well to mention a few items out of the assemblage to be found in the catalogue—or, better still, seen in the famous Brompton Road show-rooms—and it will be found that war-time simplicity is by no means incompatible with refinement and charm. We illustrate one out of many examples of pretty but simple frocks—the "G. O. Sheila," in Georgette, with a Japanese silk lining, and embroidered bolero over a pleated skirt. It is made in many dainty colours, and costs only 8½ guineas. Of fine furs there are many examples, a fashionable high collar of beaver being priced at 10 guineas, and a long straight stole of skunk costs from 19 guineas. Pages are devoted to tweed and other suits at a wide range of price and in stylish and simple designs; and the new wrap-coats are models of comfort and good taste. Silk mackintosh and trench-coats are attractive and useful, the latter being obtainable from 25s.; and there is infinite variety offered in well-cut skirts. Sports jerseys and straw hats are shown in tempting shapes, and blouses have pages devoted to them at a wide range of prices. But a visit should be paid to the show-rooms at Brompton or a catalogue sent for at once, for it is impossible to do more than suggest here the charm of the thousand-and-one productions, in *lingerie*, clothes for the little ones, and the *jeune fille*, as well as exquisite underwear, hosiery, gloves, corsets, veilings, footwear, silks and other dress materials, nurses' uniforms, smocks and overalls for women workers, as well as every requisite for the equipment of a well-dressed woman. To-day, more than ever, good taste and moderation of price, and good quality, are important *desiderata* with all purchasers, and nowhere will these conditions be found more satisfactorily met than at Harrod's. FILOMENA.

GAMAGES

Value is measured not by what you pay, but by what you get for your money. The splendid wear-resisting qualities and excellent fit of Service Trenchers from the HOUSE OF GAMAGE make them *double value*. They have never failed to justify the faith placed in them.

Kits completed & Uniforms made to measure in 24 hours.

FINEST FIT AND STYLE GUARANTEED.

Naval and Military Catalogue Post Free on request.

WOUNDED OFFICERS

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.



THE 'SUMMER' TRENCH COAT.

This Coat is made from a specially prepared fabric scientifically treated by a new process. Rainproof to a degree hitherto unattainable, smartly cut and well tailored. Light in weight. Lined same material as outside of coat and interlined oil fabric. All sizes in stock.

Price 70/-

POST FREE U.K.

TERMS CASH.

Special to Officers in the R.N.A.S. and R.F.C.
The New Uniform for the . . .
ROYAL AIR FORCE
Correct in detail, made to measure in 48 hours.
Patterns and Prices free on request.
A model of this uniform on view in our Tailoring Department.

HOLBORN, LONDON, E.C. 1.

ATTRACTIVE FROCKS FOR AFTERNOON or RESTAURANT WEAR

DESIGNED on the lines of the latest Paris models, and made in our own workrooms from rich quality materials.



AFTERNOON or RESTAURANT GOWN, cut on entirely new lines, with tunic bodice of rich quality tinsel brocade. Well cut, straight hanging skirt of best quality soft-finished black satin.

Price—
8½ Gns.

NOTE.—This establishment is closed on Saturdays.

MARSHALL & SNELGROVE
VERE-STREET-AND-OXFORD-STREET
LONDON-W 1

Don't stop having nice things because eggs and sugar are scarce, and the flour unusual—try these *real war recipes.*

IF *your* family is one of those that *simply must* have something good to eat, here is good news for you.

Miss Elsie Mary Wright, "Cordon Bleu" Medallist of the National School of Cookery, whom everyone now knows as one of the most famous cooks in London, has just devised a fine new series of real war-time recipes—attractive, though not dear cakes and sweets—especially for your needs.

These recipes save sugar, save eggs, and show how by using GOODALL'S Egg Powder, you can get over the difficulty of the present flour into the bargain.

With your own recipes too you'll find GOODALL'S Egg Powder a tremendous help—you can use one-third the usual eggs (or even none at all) and still get splendid results.

Almost all good grocers have it now—write us if yours hasn't. Note the economical prices too—1½d. per packet, large tins 7d. and 1s. 2d.

Why not try this?

TREACLE SPONGE.—½ lb. flour, 4 ozs. suet, 1 teaspoonful ground ginger, 1 tablespoonful Goodall's Egg Powder, ½ cup of treacle or syrup, one egg, milk to bind.

METHOD.—Mix the flour with the ground ginger, a pinch of salt and the suet finely chopped; warm the treacle slightly and mix it in the flour with the beaten egg and sufficient milk to form a soft mixture. Beat in a level tablespoonful of Goodall's Egg Powder at the last, turn into a greased basin, cover with greased paper and steam two hours.



Elsie Mary Wright "Cordon Bleu" Medallist of the National Training School of Cookery; Domestic Editress "Everywoman's Weekly," &c., &c., and one of the best known cookery experts in London

Miss Wright reports:

"With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty . . . . its great advantage over other Egg substitutes is that it contains a minimum of Baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates.

Goodall, Backhouse & Co., Leeds



"This alone is health and happiness!"
—Longfellow.

"What avails the largest gift of Heaven,
When drooping health and spirits go amiss?
How tasteless then whatever can be given!
Health is the vital principle of bliss."
—Thomson.

There is a certain state of body and mind which scientists call *euphoria*, and which should be the normal heritage of every man and woman.

This is due—they tell us—using another of their pedantic words!—to *eucrasy*: that is, a perfectly healthy functioning of the human body, in which every organ yields an intense sensation of happiness and well-being, so that it is literally "a joy to be alive."

Why not endeavour to attain this enviable condition—or at any rate, get as near to it as you can?

"Surely," writes Mr. Richard Le Gallienne, "we should take an aesthetic pride in our own bodies—not to mope over their processes in a cowardly fear of disease, or to defile them by over-indulgence; but to study how we can keep the human machine most efficient in all its parts."

And this famous poet and man of letters ascribes his own radiant health chiefly to the use of Sanatogen, which, he says, "I have taken regularly with results for which I shall be grateful all my life."

"It is not," he writes, "a get-well-quick remedy. It professes no dishonest possibilities with Nature. It does not lift you up one moment, to leave you in the lurch the next. But it does, in a perfectly safe and legitimate way, accelerate Nature's own processes of recuperation; and I know of no aid comparable with it to help us in building up that perfect work of art—a sound mind in a sound body."

Get the Genuine Original

SANATOGEN

And Begin Taking it To-day.

As a *food*, too, you will find Sanatogen invaluable; for two doses yield as much protein nutriment as a pint of whole milk, though the latter is not used in its manufacture.

And Sanatogen costs you only twopence per dose, for your chemist still sells it at the original prices, from 1/9 to 9/6 per tin. Don't blame him, however, if he is out of stock just now, for the demand from military hospitals, etc., has caused a temporary shortage. Don't put up with substitutes, either, but wait for a week or two for genuine Sanatogen.

GENATOSAN, LTD. (British Purchasers of the Sanatogen Co.), 12, Chenies Street, London, W.C. 1 (Chairman: Lady Mackworth).

Note.—To protect you against substitution Sanatogen will later on be re-named Genatosan.

THE PLAYHOUSES.

"TOO MUCH MONEY." AT THE AMBASSADORS'.

BECAUSE Mr. Zangwill has uncommon brains, we are apt to expect that he will intellectualise any material to which he devotes his pen, and to be surprised when he writes, say, a farce that anyone else of his craft might have written. But that is to be unfair, of course, and if his new farce, "Too Much Money," is not much more than amusing, surely we can permit Mr. Zangwill for once to divert himself as well as others.

As his title suggests, he has chosen for his subject the embarrassment of riches, the embarrassment affecting not so much his millionaire as the millionaire's wife, a lady so bored with luxury that she turned to the rather out-of-date consolations of Cubist art. Her vagaries need curing, her husband decides; and he employs at a friend's suggestion the drastic cure of pretending to be ruined and arranging an eviction. From Mayfair we are transferred to Poplar, and see the languorous creature whom wealth had robbed of all zest in life getting hearty enjoyment out of the laundrying of her own clothes, while her husband affects to seek for employment, and can only smoke his cigars on the sly. To give this second act of his a fillip, the playwright has the harmless couple and their friends arrested as coiners, and so makes sure of another effective tableau. When they next show themselves, millionaire and wife have changed rôles, so to speak, she suddenly discovering business aptitude and piling up money—and with it fresh trouble for her husband—till once more he has to adopt heroic measures and confess there is no need for her exertions. Nothing wonderful in all this—a farce, indeed, that Mr. Zangwill seems to have improvised from point to point—but it serves. It enables Miss Lillah McCarthy to wear imposing frocks, and to alternate airs of languid indifference with bursts of overpowering energy; it gives some chances to Mr. Hendrie, Mr. Marsh Allen, and Mr. Morand; and every now and then it reminds us that the author can be a humourist when he chooses.

"BETTY AT BAY." AT THE STRAND.

Did not a cynic remark that the last institution to be reformed would be the English Theatre? Confronted with such work as Miss Jessie Porter's "Betty at Bay," the old playgoer is reminded of that aphorism. For here we see old-fashioned sentiment, illegitimate appeals to tears and laughter alike, and such conventionalities of plot and situation as we had thought discarded for good creeping back on to the stage, advantage being taken of a time when our hearts are naturally charged with emotion.



THE GREAT BATTLE: SOUTH AFRICAN SCOTTISH RESTING BY THE ROADSIDE AFTER A FIGHT.
Official Photograph.

Shall we lament the signs of a backward trend in our drama, or grant "Betty" the indulgence so many attempts at public entertainment ask for and get in war days? Certainly this is a mild enough specimen of reaction; certainly, too, it has its affecting moments affectingly acted. Here we have for heroine a young wife who by her marriage has disappointed the wishes of her husband's family, and is made through nearly three acts to endure her father-in-law's absurd ill-temper. Here we are taught how good cookery can mollify the cantankerousness of the elderly male; and are asked to laugh at the feline scratches and quarrels of women no longer young. Here we have our feelings harrowed by the news that a bride has been widowed after the briefest of honeymoons, only to learn with the soldier-husband's reappearance that we have wept too soon. An ingenuous enough story, you will perceive, treated on early nineteenth-century lines, but with scenes of pathos of which a clever actress can make much. Miss Christine Silver gives a very charming performance. Other parts are excellently filled by Miss Fortescue, Mr. Whitby, and Mr. J. H. Barnes.

"THE KNIFE." AT THE COMEDY.

The American dramatist never lacks audacity, and Mr. Eugene Walter, in his lurid stage-tale of "The Knife," has shown a double courage. If he has been bold enough to tackle that problem of medical ethics, Is a man of science ever justified in experimenting for the good of humanity on the body of the most loathsome of criminals?—he has been bolder still in enveloping a problem-play with all the atmosphere and apparatus of the thief-drama. It is amid the gleams of an electric torch, amid the interruptions of the law's pistols, that Mr. Walter's doctor, Robert Manning, works his will. Nor is he one of your cold-blooded vivisectors, but an avenger, hot with anger, whose unfortunate subjects have inflicted the worst of indignities on the girl he is on the point of marrying. Since private motives enter into his action, the issue between science and humane sentiment ceases to be clear-cut; but, as the author's methods are those of rough-and-ready melodrama, there is gain instead of loss from this complication. We get a series of strong scenes put together with considerable craftsmanship, and always direct and thrilling. There is considerable emotional force, not at all times under complete control, in the acting of Miss Kyrle Bellew as the heroine; Mr. Aubrey Smith's gravity of manner is of service in the part of the doctor; Mr. Farrén Soutar and Miss Helen Haye work hard as a detective and a medical woman; and there is colour and vigour in Mr. Sam Livesey's handling of the villain.

[Continued on page 478.

W.A.A.C. (Women's Army Auxiliary Corps). W.R.N.S. (Women's Royal Naval Service).

THE PROPRIETORS OF PLAYER'S NAVY CUT TOBACCO & CIGARETTES

Beg to draw attention to the Women's Army Auxiliary Corps and the Women's Royal Naval Service!

WOMEN ARE URGENTLY WANTED FOR SERVICE EITHER AT HOME OR ABROAD.

Full Particulars and Forms of Application from the nearest Employment Exchange. Ask at Post Office for the address.

PLAYER'S NAVY CUT

JOHN PLAYER & SONS,

BRANCH OF THE IMPERIAL TOBACCO CO (OF GREAT BRITAIN & IRELAND) LTD

Phyllis Bedells and Air Raid Headaches



Photo. by Miss Phyllis Bedells. Vandamm.

London Hippodrome,
October 22nd, 1917.

To Messrs. "Daisy" Ltd.,

Dear Sirs,

It is only quite recently that I have acquired the bad habit of "nerves and headaches," and this has been accentuated through the strain of playing through air raids.

Let me thank you very sincerely for the always instant relief I obtain from "Daisy" tablets.

Two of these invariably put me right, and now that I know their worth I shall always use them, for they never fail in their relief and cure.

I both thank you for them and suggest their adoption by others.

You have my full permission to publish this letter and my photograph.

Yours sincerely,

Phyllis Bedells

The daintiness and delicacy of poetic dancing has no more artistic and inspired exponent than Miss Phyllis Bedells, whose interpretation of the spirit of her themes always arouses the highest enthusiasm in her audiences.
Yet even dancers are material beings, and are prone to common troubles, such as headaches, which are never pleasant companions.
Miss Bedells wisely relies on the great British specific "Daisy Tablets" to drive away such attacks, and her experience is explained in her letter to the Proprietors of "Daisy," reproduced at side.

DAISY TABLETS
Cure Headache & Neuralgia.

TREATISE & SAMPLE FREE.

If you would like to try them at our expense, send us your name and address on a postcard, and we will send you FREE a dainty box along with a very interesting scientific booklet on the cure of head and nerve pains of all kinds. Write to-day to
DAISY, LTD. (Dept. T 13), LEEDS.

Daisy Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T 13), Leeds.

On Allotment or Garden.

Rhubarb—the first crop!

Health-giving and delicious with BIRD'S Nutritious Custard.

Rhubarb is more than usually luscious this mild Spring. It is not only generously rich in its healthful juice, but less acid.

Bird's Custard and Rhubarb both 'feeds' and invigorates. It is spring food of highest health value. In War time, no dish combines so much good food and good health at such small cost.

Bird's *Nutritious* Custard

enormously increases the food-value of milk *Have it to-day with Rhubarb.*

You can laugh at sugar shortage! **BIRD'S Custard made with two good tablespoonfuls of sugar is sufficient sweetening for Rhubarb.**



C934b

The Home Beautiful

Telegrams: "Greatly, London." **ARTISTIC FURNISHINGS** Telephones: 1829.1830. Battersea.

CURTAINS, COVERS, CARPETS.

CRETONNES

Book 801.—CRETONNES from 9½d. to 1/10½ per yd.

Book 803.—CRETONNES from 1/11½ to 2/6½ per yd.

Book 805.—CRETONNES, TAFFETAS & OMBRES from 2/7½ to 4/6 per yd.

Book 806.—CRETONNES, TAFFETAS & OMBRES, 50 ins. wide, from 2/9 to 9/11 per yd.

"ROSE BLOOMS" CRETONNE.



THE 'ORMISTON' DIVAN.

Comfortable Chair, covered in plain linen, with Loose Cover in 'Ormiston' Cretonne, as illustration, £7 3 9

CASEMENTS

CASEMENT COTTON, 11½d. per yd., 31 ins. wide. DORA CASEMENT CLOTH, Fast Dye, 1/2½ per yd., 31 ins. wide. MEDINA COTTON, 1/5½ per yd., 31 ins. wide. JAVA CLOTH, 1/11½ per yd., 50 ins. wide. CINGALEE CLOTH, 2/8½ per yd., 50 ins. wide. BOLTON SHEETING, 2/4½ and 2/11½ per yd., 50 ins. wide.

'BAYFIELD PHEASANT' CRETONNE.

Resist Tropical Sun. "Sunbrut" UNFADABLE FABRICS Sea Air and Washing

"SUNVEIN" COTTON, 31 ins. wide, from 1/4½ per yd.

"SUN-BRAE" TWILL, 50 ins. wide, from 3/6 per yd.

"SUN-CREAL" REP, 50 ins. wide, from 3/11 per yd.

"SUN-SHEEN" CASEMENT CLOTH, 50 ins. wide, 4/3 per yd.

"SUN-DOYLE" TAFFETA, 50 ins. wide, from 5/9 per yd.

"SUN-BRIGHT" SATIN, 50 ins. wide, from 5/6 per yd.

2/8½ per yd., 31 ins. wide. Every Length Guaranteed. Patterns Post Free. 3/6 per yd., 31 ins. wide.

Williamson & Cole Ltd

HIGH STREET, CLAPHAM, S.W. 4.

BULMER'S CHAMPAGNE CIDER



OF GREAT AGE

Is the only Cider made under the old and expensive French slow process. Wards off Gout and Rheumatism. Full of Bubbling Life and Delightful Flavour.

Write for Illustrated Booklet to—

H. P. BULMER & CO., HEREFORD.

Wholesale London & Export Agents: Findlater, Mackie, Todd & Co., Ltd., London Bridge, S.E. 1



MANY NUTRITIOUS DISHES CAN BE PREPARED WITH POTATOES, ONIONS AND OTHER VEGETABLES AND

OXO

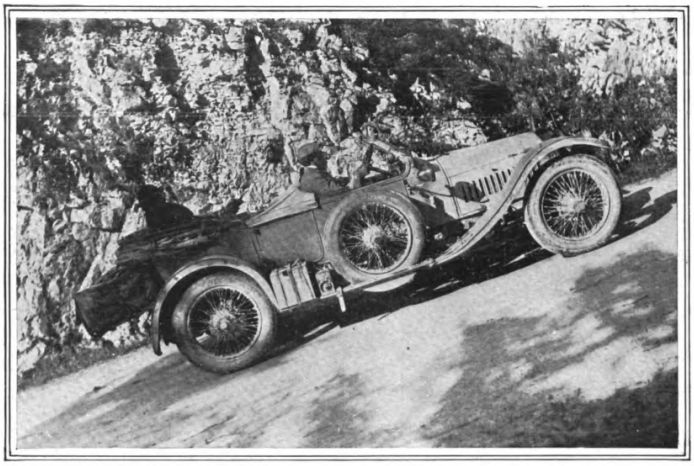
A handbill containing recipes for OXO and vegetable dishes, etc., will be sent free on receipt of a postcard addressed to—

OXO Limited, Thames House, London, E.C.4.

THE CHRONICLE OF THE CAR.

The A.A. Coal-Gas Prize.

In offering its £1000 prize for the best invention enabling coal-gas to be used as a propellant of motor-cars and motor-cycles, the Automobile Association appears to have brought a considerable volume of criticism about its ears. For my own part, I am not inclined to agree with much of this criticism. The conditions accompanying the offer are probably in excess of the practical possibilities of manufacture of gas-containers as it is understood to-day; but I do not think these conditions are in the nature of the laws of the Medes and Persians. Moreover, it is, I consider, better to lay down conditions which are in excess of present knowledge than to draft them in such a way as to leave no practical difficulties to be overcome. I do not understand that the intention of the A.A. is merely to make a present of £1000 to the maker or designer of a device which is already in use and may be adjudged to be a little better than its immediate competitors, but rather to encourage experiment and research along lines that will make the use of coal-gas as a motor-fuel a really practical proposition instead of a mere stop-gap to tide us over the difficulties and restrictions of war-time. Up to now that is all it is. It is true that there are now being made certain types of gas-holders which are excellent in their way, and which do the work expected of them quite reasonably well. Some are much better than others; but, with one or two possible exceptions—and these are comparatively crude at the moment—I know of none which can be accepted as a permanent solution of the problem of coal-gas as a motor-fuel. It may be that the difficulties of that solution are so great that gas is a hopeless proposition as a permanent relief to the petrol situation as it will exist after the war, and that, when better times come, all our gas-bags and other types of holders will be scrapped along with other necessary make-shifts of war-time. As to that I have an open mind; but it is reasonably certain that, unless someone can improve the methods of using gas, we shall revert to liquid fuel at the earliest possible moment. The bulk of the criticism appears to be directed against the weight and space-limits imposed by the A.A.'s conditions, which lay it down that the weight of the containers must not exceed 140 lb., occupy not more than nineteen cubic feet of space, and carry a quantity of gas which shall be the equivalent of not less than three gallons of petrol. It is true that these limits are exacting—in fact, they appear to be almost impossible of solution, unless some cheap and easy way of liquefying gas can be discovered, or of absorbing it so as to reduce its bulk or pressure as compared with the result of the ordinary compression of gas. The alternative is the invention of some new method of constructing gas-containers which will reduce their weight in the ratio of about three to one in comparison with the containers made now, while retaining a sufficient margin of safety. Either ideal may be impossible of attainment, but there seems to be no logical reason why we should not try for them, especially because gas will never come into practical use as a substitute for liquid fuel unless we get somewhere near the ideal laid down by the A.A. in its prize offer. I think the critics would do well to recollect that the whole history of motor traction and its development has been one long story of the attainment of the impossible of yesterday. The car of to-day is a vehicle which the engineer of twenty years ago would have said was a completely impossible proposition, and would have been able to give incontrovertible reasons for his opinions. So in this matter of the light gas-holder of large capacity. It may be a long time before our gas-engineers are able to satisfy the ideals of the A.A., but the latter certainly give them something to work to. I see that a correspondent of the *Autocar* suggests that there is only one material which is likely to possess sufficient strength in proportion to its weight to comply with the conditions, that material being high-tensile steel wire. That is getting on a little, though it may be recollected that, quite early in the "gas movement," I suggested in this column that the ultimate solution of the container question might probably lie along the lines of Locomobile steam-boiler practice, in which the light copper shell was wound with piano-wire—a method of construction which enabled the boiler successfully to withstand enormous pressures.



CLIMBING A GRADIENT OF 1 IN 8 IN THE ALPS: A 30-35-H.P. SIX-CYLINDER NAPIER CAR ASCENDING THE LOWER SLOPES OF THE STELVIO PASS.

The "Calo" Air-Heater.

Even when petrol is of normal quality, it is desirable to have some device installed on the car for heating the air on its way to the combustion-chambers. A very workable, and withal simple, air-heater is the "Calo," which is sold by Messrs. Brown Bros., of Great Eastern Street. This simply consists of a determined length of coiled iron wire which is wound spirally on the exhaust-pipe. When secured in place, an asbestos sleeve is fitted over the wire, with a stop-piece at one end, the other end of the sleeve being left open to the air. A flexible tube leading from the upper end of the sleeve to the air-intake of the carburetter completes the fitting. The device functions thus: The air on its way to the carburetter is drawn through the asbestos sleeve, passing through the coils of heated wire, and is thus raised to almost any required temperature, and thence passes by way of the flexible tube to the carburetter.

W. W.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 4s. 6d.
	Six Months, £1 1s. 8d.; or including Christmas Number,	£1 3s. 0d.
	Three Months, 10s. 10d.; or including Christmas Number,	12s. 2d.
CANADA.	Twelve Months (including Christmas Number),	£2 6s. 10d.
	Six Months, £1 2s. 9d.; or including Christmas Number,	£1 4s. 1d.
	Three Months, 11s. 5d.; or including Christmas Number,	12s. 9d.
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number),	£2 11s. 3d.
	Six Months, £1 5s. 0d.; or including Christmas Number,	£1 6s. 3d.
	Three Months, 12s. 6d.; or including Christmas Number,	13s. 10d.

Humber

Preference for a Humber Car is proof of good judgment. Willingness to wait for one is evidence of sound patriotism. The necessity for this exercise of patience is to be found in the accompanying picture.

HUMBER LIMITED.



Covering Aeroplane Wings and Planes with fabric, in one of the Workshops of the Humber Motor Company. In normal times this Department was devoted to the Upholstering of Humber Car bodies



"A CONSUMMATION DEVOUTLY TO BE WISHED."

"MY ARROL-JOHNSTON has now completed 40,000 miles. Have just returned from a 750-mile tour without touching Engine or Tyres."—*Pre War Testimonial.*

THE POST-WAR MODEL WILL BE EVEN SOMETHING BETTER!

Are You on the Waiting List?

Arrol-Johnston LTD., DUMFRIES.

MANIFESTO to MOTORISTS.

The War Aims

e Automobile Association and Motor Union were
d in one brief sentence, part of a circular dated
st, 1914:

**assist the Government to the fullest extent of
he Association's resources."**

assistance has been faithfully rendered, thanks to the
co-operation of the members.

ything and everything needed the A.A. did "*to the
ll extent of its resources.*"

e thing the A.A. did not do, namely, cavil at Authority
ever motoring interests were likely to be disturbed by
xigencies of War.

A.A. did better than that. It went on every occasion
ht to the Authority concerned, discussed and argued
point, and, when it was clear that sacrifices must be
, when proper guarantees had been extracted that those
ices would be duly honoured and repealed after the
the A.A. interpreted the wishes of all reasonable
rists, in that the needs of the country must come first,
e Authorities, generally speaking, met reason with due
deration. Thousands of members can testify that their
laims to petrol licences, submitted through the A.A.
Petrol Committee, were recognised more fully than
night have been had the A.A. been agressive, instead
triotic.

en the Treasury deemed it expedient to divert the
ns derived from Motor Taxation from Road Mainten-
and Improvement to the all-important purposes of
the A.A. at once made it clear to the Authorities that,
return to Peace, all such moneys must be reapplied
purpose for which the taxes were originally imposed.
A.A. will see this done "*to the fullest extent of the
ation's resources.*"

se are but a few instances. Every matter affecting
easonable motorist has been fought out quietly but
ughly.

"quietness" may not have pleased everybody. Reason
consideration may here and there have been mistaken for
y. The Executive will, however, stand firmly by its
amme, confident that the A.A.'s determination to assist
ot to embarrass the Government during the War has
mpathy of every reasonable motorist.

gravely depleted staff is "carrying on." No complaint
een received from any member of inattention to a
one of the innumerable calls on the Association's
rces, no matter how vital or how trivial the subject
r of such call.

A.A. is first and last a Fighting Organisation. It
orn and built up in the midst of war—war against the
sonable treatment of reasonable motorists.

A.A. has never shirked a fight. Its wonderful pro-
, 02,375 individual members in 8 years 11 months
28th, 1905, to June 30th, 1914), was achieved not
because it fights, but because it always fights for the
thing at the right time.

A.A. is fighting now—for the Country.

s organised and ready to fight harder than ever for
dress of any motoring grievance on the first day when
ns *fair* to fight.

The Peace Aims

e A.A. include:—

The re-application of Motorists' Millions to their
riginal object, viz., Road maintenance and improve-
ent.

mployment of Armies on Road Construction during
emobilisation.

ontinuance of all War Gas washing Plants for Benzol,
hereby adding many million gallons of Motor Spirit
er annum to pre-war home production.

igorous encouragement of Home-Produced Fuels and
tate regulation of prices to the user.

omplete Sign-Posting of the British Isles on National
nes.

rastic revision and consolidation of Motor Laws and
bolition of all tolls.

en the time arrives to achieve these Aims, the A.A.
eap the fruits of its consistent patriotism, economy,
or the dependents of all its "serving" employés, pre-
and reasonableness. The A.A. will have—

A strong fighting programme.
A "Motorists' War" Fund of six figures.
An efficient staff of loyal workers.
The well-earned sympathy of all Government
Departments.

s beyond doubt that this healthy condition is attribut-
to a clear appreciation at the outset of the Country's
needs, to loyalty, to watchfulness and quiet—but not
he less efficient—protection of all reasonable motorists.

By order of the Executive Committee,

ril, 1918. STENSON COOKE, *Secretary*,
AUTOMOBILE ASSOCIATION & MOTOR UNION, FANUM
House, WHITCOMB STREET, LONDON, W.C.2, and at
Glasgow, Edinburgh, Manchester, Liverpool, Leeds,
Birmingham, Bristol, Exeter, Plymouth, Cardiff, Swan-
ea, Norwich, Dublin, Belfast, Cork, Paris, Nice.

IOUS SHORTAGE OF MOTOR DRIVERS
FOR WORK OF
URGENT NATIONAL IMPORTANCE.
OO LADIES WANTED
17 to 45,
TO LEARN IN THE SHORTEST POSSIBLE TIME.
Call or send post-card for full particulars.
BRITISH SCHOOL OF MOTORING, LTD.,
ventry House, Coventry St., Piccadilly, W.
(Opposite Prince of Wales' Theatre.)

Myers' Silver Series



mooth and Velvety, with easy Gliding
ction. The Pens for Restful Writing.

ASSORTED **6d.** SAMPLE BOX
OF ALL STATIONERS
post free, Sevenpence, from Manufacturers
I. MYERS & SON, Ld., Charlotte Street, Birmingham.

Harrods

SILVER CUPS

for Inter-Company Sports and Competitions



HARRODS have always on view in their great Silver Salon a choice selection of these Cups, and also of other artistic and useful Silverware suitable for Gifts, Presentations, and the like.



P.S. 4335.—Sterling Silver Cup and Cover, hand-chased. Height of Cup without Pedestal, 10 ins. - **£30 0 0**

P.S. 5392.—Sterling Silver two-handled cup, measuring 8¾ ins. in height - **£12 12 0**

Harrods will purchase old or broken Silver in any quantity or condition.

HARRODS Ltd — *Woodman Burbidge Managing Director* — LONDON SW 1

A Becoming Crêpe-de-Chine Dress



At the Linen Hall we are displaying an interesting selection of becoming summer dresses in a variety of distinctive designs. We illustrate a typical example.

Dress in rich Crêpe-de-Chine, front and belt hand-embroidered, with square collar at back. Bodice lined silk. Stocked in several new colours, also black. Price **5½ Gns.**

Full particulars and prices of summer dresses, blouses and coats, and skirts will be sent post free on request.

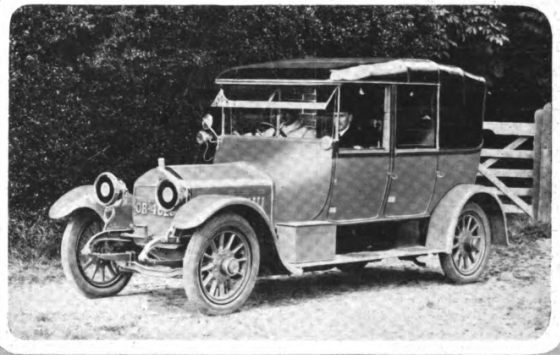
Robinson & Cleaver Ltd

The Linen Hall, Regent Street, London, W. 1.

'WOLSELEY'

National Requirements continue to engage the entire energies of the Wolseley Factories

We shall, however, be pleased to add your order to our Waiting List for a post-war "Wolseley" model.



Wolseley Motors Ltd, Proprietors Vickers Ltd, Birmingham

SHORTAGE OF GOLD.
Highest prices now given for old Gold and Jewellery of any sort.

S. SMITH & SON, LTD.

Holders of 5 Royal Warrants. *Est. 1851.*
Watch & Chronometer Makers to the Admiralty.

Luminous 'Allies' Watch Unbreakable Front

No more Broken Watch Glasses! WHY???
Because it is impossible to break the Front!



£4 4 0 Guaranteed Good Timekeeper Jewelled Lever Movement. **£4 4 0**



Smith's Electric Reading Lamp for the Belt.

Price Complete **25/-**
Inland Postage, 6d. extra. Foreign 1/- extra.
Or including one extra bulb in lid, 2/6.
Extra batteries 2/- each.
Hermetically sealed in Tin box.
Extra bulbs 1/6 each.
Further particulars on application.

Size of Lamp, 5½ x 3½ x 1¾ inches.

Fine Diamond Brooch, £5 15 0



Fine Sapphire and Diamond Ring, **£4 15 0**

A fine Assortment of RINGS AND JEWELLERY Always in Stock.



Fine Double Cluster Diamond Ring, **£10 10 0**

Grand Hotel Bldgs., Trafalgar Sq., W.C.
West End Branch—68, Piccadilly, W.C.
Please write for Special Lists of Accessories for the Front.

Continued from Page 472.

"THE NAUGHTY WIFE." AT THE PLAYHOUSE.

It is an old story we are given just now at the Playhouse: nothing more, in fact, than Sardou's "Divorçons" in a new shape and setting; yet it suffices. Once more we see the light-headed young wife preparing to run away with a lover, and meeting, not opposition, but every sort of kindly attention and aid from her philosophic husband. Once more lover and husband change rôles, and the latter defers to the former's rights, and in this case, by acting as host and putting his country house at the couple's disposal, overlooks their love-affair with apparent benevolence. Once more the lover cuts a ludicrous figure, and disillusionment, reinforced by jealousy, helps the husband to triumph. But the scheme is sufficiently varied by its American adapter, or adapters, to have an air of freshness, and its comic possibilities are made the most of by what, in two instances at any rate, is exquisitely finished art. Mr. Charles Hawtrey affects complacence with the most insinuating gaiety, the most confident ease. Miss Ellis Jeffreys, as the heroine's rival, reasserts her claim to be reckoned in the first flight of our comédiennes. Miss Gladys Cooper gives us the prettiest picture of beauty in distress; and Mr. Stanley Logan makes the fourth person in an attractive *partie carrée*. We want laughter in the playhouse in these days, and "The Naughty Wife" can be counted upon to provide it till we can afford to be melancholy. In these days we welcome relief, and it is in such amusing and perfectly acted plays that we find it.



THE GREAT BATTLE: A BUILDING IN FLAMES.
Official Photograph.

NEW NOVELS.

"The Pretty Lady."

The habit of irony is growing on Mr. Arnold Bennett. In "The Pretty Lady" (Cassell), which is for the most part a passage in the life of a courtesan, the title is symptomatic of the aim of the book. Where the satire examines London in war-time, or Society women from 1914 onwards, it stings the English with a biting lash. It is much more lenient to Christine, a daughter of joy dedicated carefully to the profession, and scrupulously exact in observing the proprieties of her calling. Was it not Mr. Richard Le Gallienne who once remarked on the irksome conventionality of a certain Lalage? Christine was not English, and was therefore not a snob; but she was a devotee. She fulfilled her office, quite conscious of her place, as a respectable courtesan, in the social edifice—a pillar of the house, if not exactly a corner-stone. To use a hideous word which has a strange attraction for Mr. Bennett, her tiny household functions perfectly. By contrast with poor Christine, so thrifty and prudent in investing her savings, so obedient to the mystical influences she believed to control her fate, Mr. Bennett presents his Mrs. Clarke and Lady Queenie Paulle — neurotic, unbalanced, the fevered creatures of a fevered age. G. J. Hoape, the Albany bachelor of fifty, lived in the two worlds; and the tragedy comes in when he appraises Christine so far below her real value that he classes her, where she never classed herself, among the predatory women of the town. Mr. Bennett does justice to Christine; but his pictures of the two Society women are bitter in the extreme, and there will be comfort to the enemies of England in the point of view from which he observes his countrymen at war.

"In Russia's Night."

This is a sincere and interesting book, written with an admirably clear intention. Mrs. Olive Garnett's style conveys the impression of a person whose thoughts find the necessary words without hesitation, innocent of the search for the fine phrase, and innocent, too, of embarrassment in the handling of a difficult subject—for it must be said that the passional development of the heroine would have taxed the skill of many more experienced novelists. A good judgment, however, is skill ready-made; and "In Russia's Night" (Collins) runs its course with a remarkable smoothness. It begins with a chapter describing the arrival of the English girl at Madam Annenkov's country house; and nothing could be more convincing or more neatly entertaining than its description of her reception, and the emotional exuberance of Madam in the weeks following their first meeting. We were sorry to part with the Russian lady half-way through the book; but the quarrel between her and her son and daughter-in-law was inevitable. More than ever now we seek an answer to the Russian riddle. Mrs. Garnett's novel is not a book to be left unread at the present time, for she shows herself to be a careful and unprejudiced observer, equipped with the powers of the lucid writer.



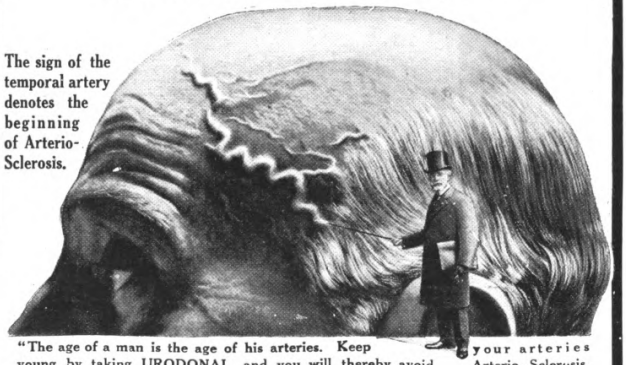
THE GREAT BATTLE: BRITISH ARTILLERY IMPEDING THE BOCHES.
Official Photograph.

The Ministry of National Service has issued a concise, detailed, and handy "Directory of Government Departments and National Organisations Requiring Voluntary Workers." Copies are placed at all public libraries, railway stations, and Government Information Kiosks, so as to be readily accessible to everybody. Sir Auckland Geddes appeals to all who have any spare time to get a copy and act on it. The Directory indicates the work of each organisation all over the country and in cities and towns, and the address of the person to apply to in each case. Every imaginable class of employment, active and sedentary, for men, women, boys, and girls, is indicated, classified, and the amplest information given as to expenses, travelling and other allowances, etc.

URODONAL

dissolves uric acid.

The sign of the temporal artery denotes the beginning of Arterio-Sclerosis.



"The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

THE SIGN OF THE TEMPORAL ARTERY.

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping.

"Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms: the least exertion produces exhaustion, and they become irritable, worried and melancholic.

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the **TEMPORAL ARTERY.**

"If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately.

"Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent Professor of Physiology at the École Supérieure des Sciences d'Alger."—DR. J. L. S. BOTAL.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box, G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.

JUBOL

CLEARS THE COMPLEXION.

Constipation
Hæmorrhoids
Giddiness
Enteritis

Coated Tongue
Fœtid Breath
Pimples
Boils



The regular use of JUBOL keeps the complexion clear, the eye bright and the skin soft, smooth and flexible.

If you want to be perfectly healthy, take one tablet of JUBOL every night.

"You would not need to use cosmetics to 'improve' your complexion if you followed my example and took JUBOL every night."

MEDICAL OPINION:

Sufferers from ECZEMA should bear in mind the fact that JUBOL has almost entirely superseded the use of ordinary purgatives and laxatives, owing to the regularity, constancy and unvarying action of this medicament. No matter how stubborn the condition of constipation, or how irritated the intestine may be, JUBOL is always well tolerated.

G. LÉGEROT.
Late Professor of General and Comparet Physiology at the "École Supérieure des Sciences d'Alger."

JUBOL, price 5/- per box. (Complete course of six boxes, 29/6.) Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists, and Drug Stores, or direct, post free from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

GRAVE DANGER OF VARICOSE VEINS.

British Inventor's Great Discovery.

So many men and women to-day are not only doing their bit, but *over*doing it, that there has been of late a very serious increase in Varicose Veins. This most dangerous condition has hitherto baffled all kinds of treatment, except the Surgeon's Knife, and is menacing the life of thousands daily.

Extraordinary interest, therefore, attaches to the news that a famous British Surgical Appliance Maker has succeeded in perfecting a wonderful new Support for the relief and cure of Varicose Veins. It is made on an entirely new principle, gives the swollen and often inflamed vein firm but gentle support, and gradually re-educates the morbid vein back to that healthy action which prevents congestion and clotting, and so effects a complete cure. This new support, which is sent on approval, is arousing the greatest interest among Medical men and Surgeons, and already Mr. Cooper, the Inventor, has been overwhelmed by congratulatory correspondence. In every case where it has been tried, it is giving the greatest immediate relief, while it greatly reduces the grave risks of those who suffer from this dangerous venous condition. The demand for the new Appliance is enormous, and all sufferers from Varicose Veins should write for Full Particulars at once to the Inventor, Mr. D. M. Cooper, Surgical Appliance Maker (Dept. 835), 124, Holborn, London, E.C. 1 (next door to Gamage's). A post-card will bring Full Particulars Free.

Mr. Cooper can be seen personally every day (except Saturday,) from 11 to 1 and from 2 to 4. *(Sanalak Ltd.)*

Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.

PEDIGREES ENGROSSED AND EMBLAZONED

Seals, Rings, Dies, Book-plates (ex-libris) Engraved.

ARMORIAL STAINED GLASS. MEMORIAL TABLETS,

Sketches and Designs for all purposes.

Gong Soups

A godsend in the home in these days of food scarcity and high prices.

GONG SOUPS 2d

SEEGEROL

FOR GREY OR FADED HAIR

"You simply comb it thro'"



Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, **2/6** the flask. Of all Chemists, Stores or Hairdressers, or direct from—

SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.

Manfield

A name seen only on good boots.



Factory - - Northampton. Branches - - throughout - - London & U.K.

Manfield & SONS

HIMROD'S ASTHMA CURE

HIMROD'S CURE FOR ASTHMA

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.

BRITISH MADE

MAZDA

If you use Mazda Lamps exclusively your light bills will be the lowest possible

The original Drawn Wire

ELECTRIC LAMPS

FLEECY WOOL SCARVES



These delightful and useful Scarves, now so much in demand, fill a decided want and are our own exclusive design. They are suitable for all manner of occasions. Made from soft and fleecy wool, they have that beautifully silky feeling so much appreciated. In white grounds, with various coloured pattern as shown.

PRICE

63/-

Alpaca Scarves in smaller size and self colours from **17/6**

NOTE.—This Establishment is closed on Saturdays.

Debenham & Freebody

(DEBENHAMS LIMITED)

Wigmore Street. (Cavendish Square) London, W.1

Famous for over a Century for Taste, for Quality, for Value

Stephenson's Floor Polish



"Preserves and Polishes."
Linoleum, Oilcloth, Parquetry, Stained Floors, etc.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Rough roads don't trouble Palmers

—which have the famous Palmer Cord Foundation, which minimises internal friction, and the finest tread ever moulded on to a tyre. No need to buy foreign tyres after the war.

PALMER CORD TYRES

Made in all sizes with the original three-ribbed rubber and the steel studded treads

Write now for the Booklet "Palmers, Petrol and Power," which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

THE PALMER TYRE, LTD., 119-123, Shaftesbury Ave., London, W.C.2

Branch Depots: Birmingham, Coventry, Glasgow, Leeds, Manchester, Nottingham.

B7



Petrol Economy with the CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1

The Remedy

Long hours of work, lack of exercise, prolonged anxiety, restricted rations, a limited choice of foods—all these are among the troubles of the times, and all have a tendency to lower the vitality and favour the development of constitutional disease. The remedy is to be found in 'BYNOGEN' the nerve-nutrient, introduced by Allen & Hanburys Ltd. It is the concentrated protein of milk, with organic phosphates and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt. Wherever the nerves or tissues are underfed, or the strength is flagging 'BYNOGEN' is a safe and agreeable food.



'Bynogen'

Trade Mark

Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

ALLEN & HANBURYS Ltd. Lombard Street, London, E.C. 3

Established in the City of London. A.D. 1715

B 49

NEWTON, CHAMBERS & CO., LTD.
Thorncliffe Ironworks, Near Sheffield.
Established 1793.
Telegrams { "NEWTON, SHEFFIELD." } Telephone 2200, Two Lines.
MANUFACTURERS OF ALL KINDS OF HEATING APPARATUS.



BRANCH OFFICES.
LONDON:—Brook House, 10-12, Walbrook, E.C.
MANCHESTER:—Grosvenor Buildings, Deansgate.
LIVERPOOL:—504, Lord Street, W.
SHEFFIELD:—Moorhead.

THE BRITISH **BERKEFELD** FILTER
Filter Cylinder
Imperial House, KINGSWAY, LONDON, W.C.2



The Friend of the Housewife
KEATING'S
KILLS EVERY BEETLE
coming into proper contact with it—A FACT
Tins 1d., 3d., 6d., 1/-

Strenuous Workers



Overwork and worry frequently impose severe mental and physical strain unless extra nourishment be taken to enable the system to meet the additional tax on the energies.

Strenuous workers will find that nothing answers their present-time requirements so well as "Ovaltine"—a highly concentrated extraction of the building-up and vitalizing forces of Malt, Milk and Eggs, cocoa flavoured. "Ovaltine" provides the most nourishing and sustaining food-drink possible. As a restorative in fatigue there is nothing to equal it.

OVALTINE
TONIC FOOD BEVERAGE
Builds up Brain, Nerve and Body.

"Ovaltine" makes a delightful beverage which is taken with or between meals instead of tea, coffee or cocoa, having the added advantage that little or no sugar is required. Merely stir the crisp golden granules into hot milk or milk and water—a little condensed milk may be substituted if fresh milk is not available.



Sold by all Chemists and Stores at **1/4, 2/3** and **4/-**

A. WANDER, LTD.,
24, Cowcross Street,
London, E.C. 1.
Works:
King's Langley, Herts.
P 228

THE **CHURCH ARMY HUT** is often
THE LAST BIT OF HELP a man gets before going Over the Top, and
THE FIRST BIT OF HELP he gets when he comes back, possibly wounded, certainly war-worn and weary.
CHURCH ARMY RECREATION HUTS, Etc. about 800 in all, are daily giving untold comfort and cheer to
Tens of Thousands of our Brave Men.
A Hut costs £500, a Tent £300, fully equipped; Maintenance £200 yearly.
More are Urgently Required. Please give one, or Contribute to Maintenance.
Cheques, crossed "Barclays' a/c Church Army," payable to Prebendary CARLILE, D.D., Hon. Chief Sec., at Headquarters, Bryanston St., Marble Arch, London, W.

BECAUSE THE MOUTH AND THROAT ARE WHERE MOST ILLNESSES COMMENCE
Keep them clean and free from germs by "SOTOL" MOUTH and THROAT BATHS two or three times a day and on retiring. Fragrant, antiseptic and effectual. Chemists sell 40 for 1/6. Refuse substitutes. Direct supply post free from the WESTERN DENTAL MFG. Co., Ltd., 74, Wigmore Street, London, W.1. Samples 2d post free.
"SoToL"



BAILEY'S TURNSTILES,



TURRET CLOCKS, PUMPS AND VALVES, &c., &c.
Sir W. H. BAILEY & Co. Ltd. ALBION WORKS, SALFORD

Foster Clark's
Best Substitute for Meat
2d Soups

LET ME EXPLAIN!

BEECHAM'S PILLS



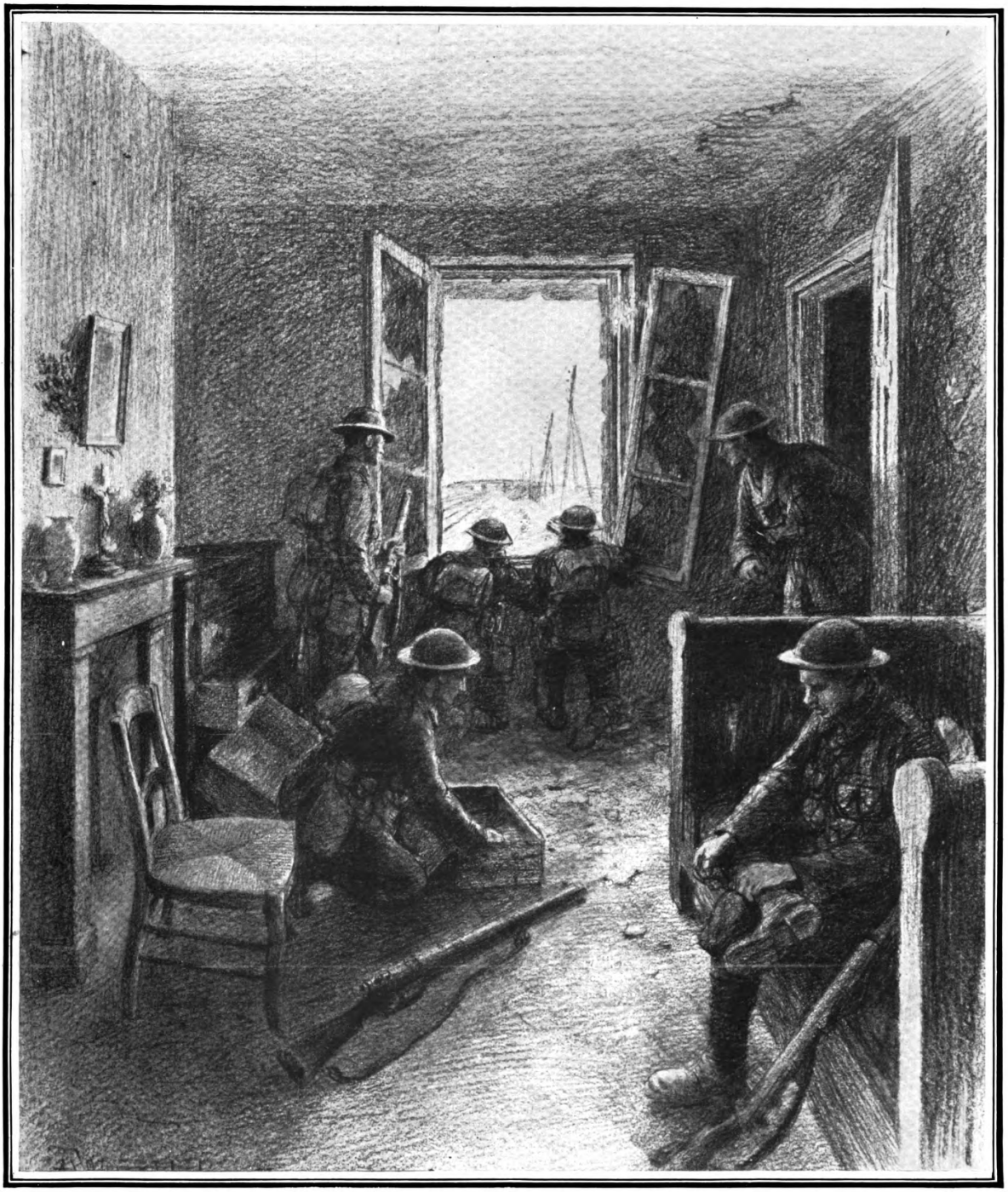
WILL KEEP YOU IN THE PINK.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4123. - VOL. CLII. SATURDAY, APRIL 27, 1918 NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE GREAT BATTLE: BRITISH TROOPS DEFENDING A HOUSE ON THE RAILWAY NEAR MARCELCAVE.

The above drawing illustrates an incident of the Great Battle on the Western Front during the powerful German offensive against the British front. A house by the side of the railway east of Marcelcave was occupied by British troops. Through the windows of the first floor they fired on a body of Germans posted, with machine-guns, on the railway bridge visible in the distance. The house had, of course, been evacuated by its inhabitants, but much of its furniture had been left behind when they quitted their home. Later, the British retired from the house. It is not often that so literal an interpretation of the expression defending a "hearth and home" is realised and depicted even in the present Great War.

DRAWN BY A FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS. COPYRIGHTED IN THE UNITED STATES AND CANADA.

GENERAL FOCH, THE ALLIED LEADER.

By CHARLES DAWBARN.

WHEN the *poilu* read in his *Bulletin des Armées* the name of Foch in connection with the Marne and the Yser, he expressed astonishment. "Who is this Foch?" he asked. "Connais pas," declared his mate, equally unenlightened. And so a great leader has arisen in the silence of anonymity until events revealed him. It was the same with Joffre. And yet Foch is more responsible than any man for the science and capacity of the French General Staff. Twenty years ago he taught strategy and tactics at the Ecole de Guerre so brilliantly and well that he upset the old ideas and founded a new school. And his students are leading armies at this hour.

His strength lies in the fact that he is a man of action as well as a philosopher and mathematician. Laughingly he declares that he has discarded everything he taught to budding strategists nearly a quarter of a century ago. But this applies, of course, purely to tactics and not to strategy. Methods of attack and defence have changed with aviation, new explosives, and more powerful cannon, but the old principles of warfare remain. You must still seek out and destroy your enemy. Foch has original ways of choosing his Staff. A friend of his, a Colonel, asked among his sergeants for a volunteer for "a particularly dangerous job." Amongst those who stepped from the ranks he selected one. "You are wanted for General Foch's Staff," he told the astonished man. It was the Foch test for that sort of devotion which he expects from his own military household.

The new Generalissimo is full of maxims founded on his experience and study of battles. He feels that the determining factor in war is not armaments or even leadership, but the *moral* of the soldier. Hence war is a spiritual rather than a material conflict. The soul wins. Here you see his religious beliefs shining through his philosophy, for he is a practising Catholic, and, as such, repudiates the pure materialism of the Teuton.

As a friend of England he has been invaluable. He neighboured us for long in the north. On one historic occasion, at the end of October 1914, he awakened Marshal French at St. Omer. It was one o'clock in the morning. "Marshal, your line has broken," he declared. "Yes," replied the C.-in-C. "Have you reinforcements?" "Not a thing." "Then I will send you some."

Foch believes in the impossible. "Vanquished he who believes himself to be." He has adopted the splendid Napoleonic motto. For three successive days he had to retire, at the Battle of the Marne, from overwhelming attacks. But he came up smiling each morning, and launched an offensive before being pressed back. From pride of numbers, the enemy grew careless. It was just what Foch was waiting for. He made a rapid flank attack and contributed to the general defeat of the foe. At the Marne, where he held the centre, on the Yser, during the offensive on the Somme, and in saving our Fifth Army in the German rush on Amiens, the new Allied chief has shown the same great qualities of command. He has coolness, he has imagination, he has military erudition and a brain as clear and well ordered as the mathematics by which it has been fortified.

The high forehead, the grey-blue eyes—the colour of Joffre's—their rather dreamy look at times, and the short, slim figure of five-feet-six seem to suggest the man of thought rather than the man of war. But, happily for us, he is both. Within the next few weeks, probably, his plan will be unfolded.

LUDI HUMANIORES: A PLEA FOR CRICKET.

By E. B. OSBORN.

WAKING or sleeping, we must needs remember the war, and it is difficult indeed to be cheerful when, "because of the loss of the young men, the spring seems to have vanished from the year," as Pericles said in his immortal Funeral Oration. Yet it is the first duty of all non-combatants to avoid brooding over the inevitable, to consider the splendour of each sacrifice rather than the horror of its setting.

Not a moment that can be devoted to war-work should be given to mere diversions. The town allotment, after all, provides wholesome exercise for those compelled to "carry on" in crowded habitations, while at the same time adding to the quantity and quality of our food supplies. Gardening is indeed the chief of our *Ludi Humaniores* (the swag-bellied German likes it not), and, in giving even the dweller in a mean, congested street his own garden, the war has worked a most salutary reform. We have set afoot a Back-to-the-Land movement which will remain a strong and abiding factor in After-the-War politics.

So gardening must be our chief diversion. But there is still scope for other pastimes. Cricket should be kept up as part of the national life. A good cricketer at the front writes to me as follows: "All leave is stopped for the present, but when the Boche has to mark time again I hope to come home for a few days. And what I shall want more than anything else is a game of cricket on a decent pitch—one of those plumb levels of wonderfully fresh green turf which only exist in England. I want to feel the creamy touch of a correct late cut and the O-be-joyful clump of a drive that 's been timed to a nicety. All last summer I never got a game. The Public Schools ought to run squash cricket matches for us poor soldiers." There must be thousands, tens of thousands, of fighting athletes who feel as my correspondent feels, and would like nothing so much as to spend a sunny day at the Court of King Willow—

> Willow the King is a monarch grand;
> Three in a row his courtiers stand;
> Every day when the sun shines bright,
> The doors of his palace are painted white;
> And all the company bow their backs
> To the King with his collar of cobbler's wax.

So I have no sympathy at all with the well-meaning persons who abstain from cricket because "it is not the proper thing in war-time," and so make it difficult to get up matches for soldiers' teams. They would do their war-work all the better for an occasional afternoon of leather-hunting. Whenever and wherever possible, cricket will be played this summer behind the lines on all our fronts.

One such match was played two years ago on a field in Flanders so rough that (I quote from another officer's letter) "a covey of partridges got up in the middle of the pitch when somebody bowled a daisy-cutter, and yet, if you 'll believe me, the wicket-keeper said 'Don't run on the pitch' when we stole a very short single." If it is not true, it ought to be. Anyhow, I hope the leg-puller who invented the anecdote, and all other good cricketers and true who are serving with him, will get a little batting this summer on one of the ever-green old grounds in England where the most English of games is still to be seen. Yes, and I would turn out myself to make up a side—even at the risk of incurring the ridicule of boy spectators who said of one veterans' eleven: "Whenever a wicket fell, they gathered together and discussed the prospects of the winter's gout."

GREAT GUNS: MONSTER CANNON OF DAYS GONE BY.

By J. W. HICKS, F.R.A.S.

CENTURIES ago, quite a number of cannon were constructed which easily put in the shade, as regards diameter, any gun manufactured nowadays. Of course, diameter is not the factor which governs the actual destructive powers of guns, so that these old weapons cannot bear any close comparison with, say, our modern 15-inch naval giants. But the fact remains that, in girth of bore and shell, the old gun-makers were a great deal more ambitious than their successors to-day.

The heaviest gun intended purely for use on land ever cast was that known as the "Zufr Bukh" (the "Dispenser of Victory"). It was made at Agra about the year 1627, and weighed no less than 52 tons. History does not record what eventually became of this mighty piece of ordnance. The cannon with the biggest bore in the world is the great gun of Moscow, called the "Tzar Pooschka." Constructed in the year 1586, it weighs 38½ tons. Its length is 19 feet, and the diameter of the bore 36 inches. Two 36-inch mortars, 13 feet in length and weighing 42 tons apiece, were made in England in 1856. They were intended for use in the Crimea, but were delivered by the makers a year too late. With one of these weapons perhaps the heaviest shell ever known to have been used in a piece of ordnance was fired when the mortars were undergoing trial at Woolwich. This shell weighed 2986 lb., and had a range of just under a mile. The great gun of Beejapore, the "Lord of the Plains," was cast in Constantinople in 1548. It weighs 40 tons, and has a length of 14 feet. The shot of solid basalt which it fires weighs 1000 lb., and has a diameter of 28½ inches. It is to this day an object of great veneration by the Hindus. Another big gun made in Agra was the "Dhool Dhance." It was a 23-inch weapon, weighing 30 tons, and measuring 14 ft. in length. It was broken up by order of the British Government some years ago. At Edinburgh Castle there is still preserved a gun of 20-inch diameter called "Mons Meg," named after the now famous Flemish town.

The Turks were great gun-makers, and their monster cannon at the Dardanelles in years gone by were always objects of much admiration. General Lefroy, who was a celebrated English gunner, writing about fifty years ago, said that there were then guarding the Dardanelles Straits a score of huge cannon, none smaller than 20 inches in diameter. Ten of these weapons were placed on the European side of the Straits, and a similar number on the Asiatic side. A Prussian officer (be it noted) was employed in 1830 to remount the guns on modern carriages, after they had been in use for the previous four centuries! The largest of these weapons was 29½ inches in diameter, and had a length of 14½ feet. Seventy-one pounds of powder were employed to expel a shot weighing a little over half a ton from this gun. (A modern 15-inch gun fires a shell weighing considerably over three-quarters of a ton.) These guns have long since been dismantled. One was presented by the Turks to the British Government, and is now preserved at Woolwich. It is a 25-inch specimen, made of bronze, and weighing nearly 19 tons. It bears the date 1454. It was this formidable-looking Turkish battery of guns which opposed Sir John Duckworth when he forced the passage of the Dardanelles in March 1807.

Muhammad II. used eleven monster guns against Scutari, in Albania, in 1478. One of these weapons was said to have a diameter of 33½ in., and accommodated a shot of 1640 lb. weight.

NAMES IN EVERYBODY'S MOUTH: WAR PERSONALITIES OF THE HOUR.

PHOTOGRAPHS BY ELLIOTT AND FRY, VANDYK, RUSSELL, CANADIAN WAR RECORDS, DINHAM, AND C.N.; DRAWING OF GENERAL TRENCHARD BY FRANCIS DODD, OFFICIAL WAR ARTIST.



BRIG.-GENERAL GUY LIVINGSTON.
Brigadier-General Livingston has been appointed Air Secretary to the Secretary of State for the Royal Air Force (Lord Rothermere), while at the same time continuing his duties as Deputy Master-General of Personnel in the Air Ministry.



MAJOR-GENERAL SIR HUGH TRENCHARD.
Sir Hugh Trenchard recently resigned his position as Chief of the Air Staff of the Royal Air Force. When the war began he became Commandant of the Military Wing of the R.F.C. Before the war he organised the Central Flying School.



LIEUT.-GENERAL SIR DAVID HENDERSON.
Sir David Henderson recently resigned his position as Vice-President of the Air Council. He became Director-General of Military Aeronautics in 1913, and during the war has been twice promoted for distinguished services.



THE EARL OF DERBY.
Lord Derby has been appointed Ambassador Extraordinary and Plenipotentiary on a Special Mission to the French Government. He had been Secretary of State for War since 1916, and before that was Under-Secretary for War.



THE EXPOSER OF AUSTRIAN DUPLICITY: M. CLEMENCEAU, THE FRENCH PREMIER (LEFT) ON THE CANADIAN FRONT.
M. Clemenceau triumphantly disproved Count Czernin's allegation that France had made overtures to Austria, and produced a letter from the Emperor Karl to Prince Sixte of Bourbon admitting the French claims to Alsace. Count Czernin subsequently resigned.



VISCOUNT MILNER.
Lord Milner has been appointed Secretary of State for War in succession to Lord Derby. He has been a member of the War Cabinet, without portfolio, since December 1916, and has done work of great importance.



MR. AUSTEN CHAMBERLAIN.
Mr. Austen Chamberlain has been made a member of the War Cabinet. He was Secretary of State for India from 1915 to 1917, and resigned after the publication of the Mesopotamia Report, in which his administration was criticised.

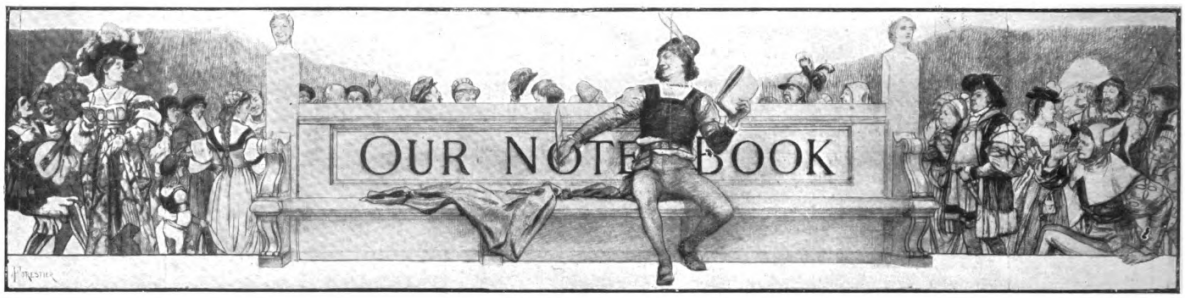


BARON BURIAN.
Baron Burian has been appointed Austro-Hungarian Foreign Minister on the resignation of Count Czernin. He held the post before from January 1915 to December 1916, when he was succeeded by Count Czernin and became Finance Minister.



LORD BERTIE.
Lord Bertie, who recently fell ill again, is leaving the British Embassy in Paris, whither Lord Derby goes as Ambassador Extraordinary. Lord Bertie (formerly Sir Francis Bertie) has been Ambassador to France since 1905, and is very highly esteemed there.

Several important changes in the Cabinet have taken place recently, and also some resignations in the Air Ministry which have caused much discussion. Details are given under the photographs above. Regarding the change in the British Embassy in Paris, the "Temps" said: "The retirement of Lord Bertie has aroused unanimous regret in Paris, where the eminent diplomatist has won everybody's goodwill. Lord Bertie was one of the most effective makers of the Entente. The fact that the British Government has chosen Lord Derby to succeed him shows the capital importance which Great Britain attaches to her diplomatic representative in Paris, and is a compliment to France." Lord Derby, it will be recalled, was Director-General of Recruiting in 1915-16, and in the latter year became Under-Secretary for War, while Mr. Lloyd George was War Minister. Lord Derby became War Minister at the end of that year. Lord Milner has been closely associated with Mr. Lloyd George in the War Cabinet.



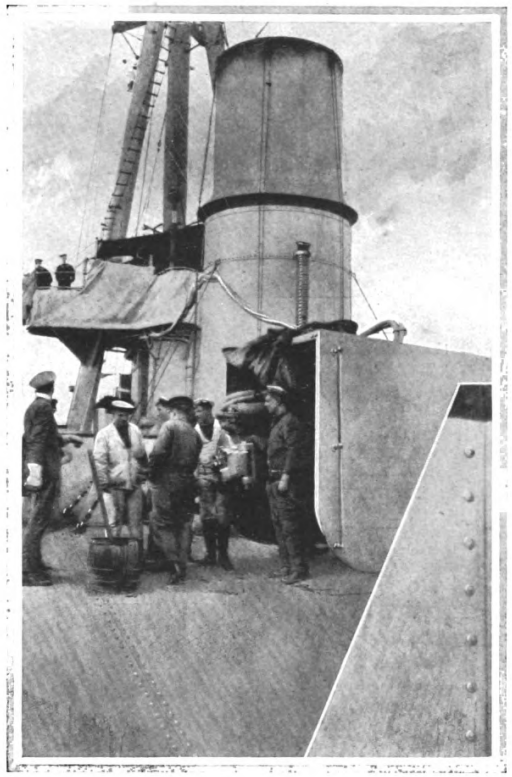
By G. K. CHESTERTON.

THE full publication, in pamphlet form, of Prince Lichnowsky's simple and sensational record, "My Mission to London," now produced by Messrs. Cassell, and prefaced by Professor Gilbert Murray, has the interest once attributed to the discovery and detailed examination of a thunderbolt. Whether it be the theory that a thunderbolt is a myth or a meteoric stone, this thunderbolt is not a myth, but a stone as solid as any found by the roadside. Its closer study may commemorate the fact that it fell; but cannot hope to rival the instant shock of its falling. When first even a few lines of it were quoted, the whole world knew finally, and for ever, who really began the Great War. Some of us knew it before; and to those who did not, I will here make only one suggestion. It is that, when they are naturally sickened by the slaughter and misery, they should now leave off blaming "a war"; which is more meaningless than blaming a bludgeon or a knife. Let them, with all possible passion and violence, blame a crime; and when blaming a crime, it will be found to conduce to mental lucidity to blame a criminal. As finally as Harvey proved that human blood circulates, it has now been proved that Prussia commanded human blood to flow. It is now a simple fact in the science of history.

And all this is clinched by the cold and unanswerable fact that even the German authorities who have answered Lichnowsky have not really attempted to contradict him. And this, of course, is the next and most interesting point in the problem. As Professor Gilbert Murray points out, in his characteristically clear and forcible introduction, the only remaining mystery is why the German rulers did so little to stifle the scandal or to answer the charge. After full consideration, I firmly believe that they acted thus because they really regard such a scandal as a glory, and such a charge as a compliment. It might be put in Professor Murray's phrase: "Do the militarists think their triumph is safe, and the time come for them to throw off the mask?" Or it might be put, as I should put it, by saying that the modern German has had but a short, shallow, and opportunist desire to deny his crimes, covering his deep, enduring desire to boast of them.

There is that in the Prussian influence which mystics and moralists have always attributed to the ultimate evil in the universe. As it becomes (or thinks it becomes) more overpowering, it becomes (and rejoices to become) less attractive. It has always been said that even the tempter ceases to tempt when he begins to triumph. It is when he puts his foot upon the fallen that there is no doubt about his showing the cloven hoof.

For our present enemy, also, is merely dubious until he can afford to be infamous. As long as he is in the shade, we can only say his conduct is shady. It is when he does get his place in the sun that he throws off the mask, and all other more civilised clothing. Indeed, the famous phrase for German colonial ambition might well stand for a certain craving, of all this cold barbarism, for a tropical licence; for the hour when the King of Prussia can really begin to behave like the King of the Cannibal Islands. It is then that he expands into a gaiety which he considers the natural effect of sunshine; but which saner people might mistake for the more unnatural effects of sunstroke. A letter I have seen, from an English officer escaped from a German prison, notes, as an insane inversion of psychology, the fact that prisoners in Germany were treated well after a German defeat, but badly after a German victory. In the case of human beings, common-sense would assume the opposite; that men would be genial when victorious and vindictive when conquered. And so they would, if their cruelties arose from anything so high and virtuous as vindictiveness. But they do not spring from an anger but an appetite; and where Frenchmen would be stung into retorting a national humiliation, Germans would only be too depressed to indulge in a national sport.



ON BOARD ONE OF THE MONITORS WHOSE SHELLS "SEARCH" ENEMY COAST BATTERIES: AMIDSHIPS BEFORE MOVING UP TO OPEN ACTION.

The men are seen standing immediately in rear of the armoured shield casemate of one of the monitor's main guns. The dark entry space in rear of the breech of the gun in the casemate is shown. The casemate and gun are pivoted to swing and fire in every direction, presenting its armoured front, through which the gun barrel projects, to the enemy. Save for a direct, or flank, hit from a heavy projectile, the gun's crew in action are in perfect safety.—[*Photograph by Alfieri.*]

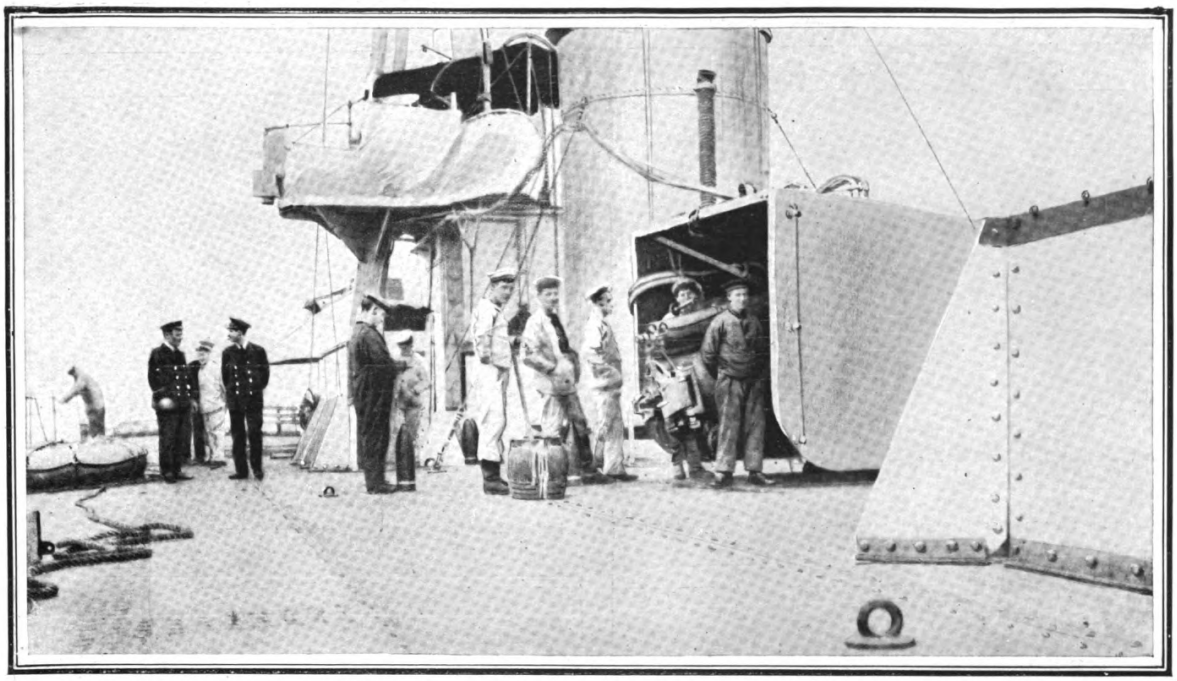
It is part of the same process that the Austrian Emperor should at one time be eager to ask for peace with France, and at a later time only eager to deny that he had asked for it. There is something almost horribly innocent about the self-betrayal of his final phrase: to the effect that his only answer now must be from the guns on the Western Front. M. Clemenceau is a brilliant debater; but it is not often that one of his opponents is so utterly stumped and silenced as that. It has seldom happened that a French Royalist, or Socialist Senator, arguing with the present French Premier, has been obliged to produce a pistol from his pocket and fire it off to relieve his feelings. But the Austrian Emperor, having no possible reply to M. Clemenceau's argument, can only remark in a conversational manner, "Bang, bang, bang!" and close the conversation. The indifference about Lichnowsky means that even Prussia is growing more Prussian.

A year or two ago, when Germany was encircled, the Prussian ruler wanted to renounce responsibility, not for involving Germany in war, but for involving Germany in defeat. Now that he hopes for triumph, it is almost an insult to him to prove that he hoped for peace: and it does not at all impress him to prove that Lord Grey hoped for peace.

The true Prussian takes pleasure in the thought that when we are finally found defenceless, he will finally be found indefensible. If he can end the war in his own way, he will rejoice that he began it in his own way. It will be his own great work, his monument more eternal than brass, and more brazen. It is an awful perversion, or, rather, inversion, of the imagination of man; but not more incredible than many other wild episodes known in history, especially in religious history. It is not more extraordinary than the fact that men, and civilised men, have actually worshipped gods because they were evil and not good; have clung to creeds because they were gloomy and not gracious; have praised lusts because they were unnatural; have adored idols because they were ugly. This cynicism is not more of a contrast to the civilisation surrounding it than the human sacrifice of Carthage, or the human torches of Nero. The intellectual inversion in this case consists in a positive pleasure in being hated as well as feared. It could only exist in its fullness in a very few; but the power to feed and spread it is here in the hands of a very few. But those who think that the many cannot be thus paralysed and poisoned by the few are ignorant of the strange story of man.

But if this evil imperialism fancies it has come to the end, it will find it has only come to the beginning of human revolt against it. If we waged twenty wars instead of one, each war would be a new witness to our refusal to endure such an end to the story of the world. If this war only serves to awaken the nations to the terrorism which overshadows them, it would still be true that nation after nation has now been awakened. For the dawn of that deadly enlightenment, it does not even matter whether they are enlightened so as to come into the war, like the Americans, or only enlightened by going out of the war, like the Russians. And it does not matter to which side we listen in the Lichnowsky debate in Germany; whether we learn the truth from the German servant who repents too late, or from the German master who boasts too soon.

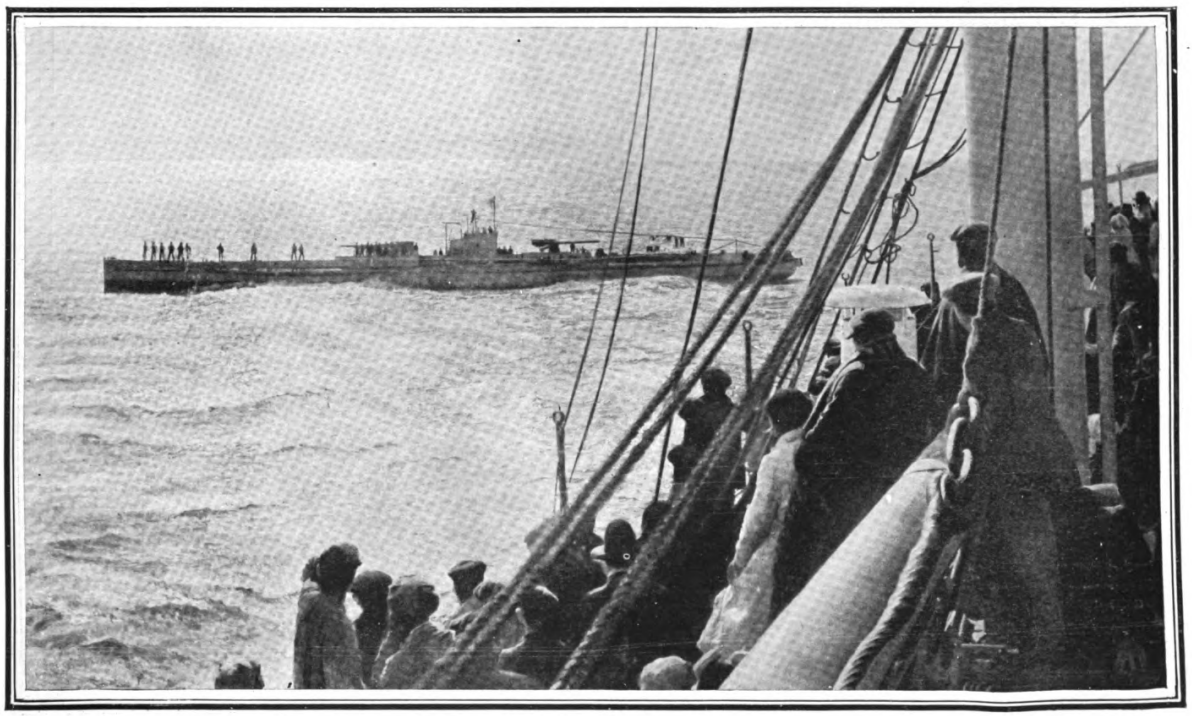
One of Our Naval Surprises of the War: With the Monitors.



"READY TO GO ANYWHERE AND DO ANYTHING": IN REAR OF A BRITISH MONITOR'S 6-INCH GUN ARMOURED CASEMATE BEFORE ACTION.

Monitors are one of the surprises of the war on the British side. First making their appearance off the Flanders coast in the late autumn of 1914, in the shape of three ex-Brazilian Amazon river gun-boats, purchased and converted for sea service, they then appeared off the Dardanelles, and in the summer of the next year destroyed the German cruiser "Königsberg," up the Rufigi River in East Africa. Squadrons of more powerful monitors for the past three years have, from time to time, bombarded the enemy at Zeebrugge and Ostend, while others have rendered material help to Italy by holding the estuary of the Piave and preventing the enemy crossing. They have there repeatedly fought aircraft, and in spite of strenuous opposition, have shelled Austrian camps and pontoon-boat bridges.—[PHOTOGRAPH BY ALFIERI.]

Neutral Mail-Steamers Waylaid by U-Boats: An Outrage on Spain.



A GERMAN SUBMARINE STANDING BY TO SEND A BOARDING PARTY TO THE SHIP: THE STOPPING OF A SPANISH MAIL-STEAMER OFF CADIZ.

The stopping at sea of neutral mail-steamers even though they are obviously not in any way connected with the belligerents on either side, is one of the later forms of sea-highwaymanship adopted by U-boat commanders. In the case illustrated, the vessel subjected to the outrage was a Spanish mail-boat, the "Infanta Isabel de Borbon," belonging to the Cia. Transatlantica of Barcelona, which was waylaid off Cadiz. Five officers and fifteen German sailors boarded the packet while the submarine commandant from the top of the conning-tower scrutinised the officers on the bridge. The passengers on board are seen watching, anxious for their fate and that of the vessel.

ACROSS THE WAR AREA: IN GREECE, FRANCE, FLANDERS, AND LONDON.

PHOTOGRAPHS NO. 1, FRENCH OFFICIAL; NO. 3, CANADIAN WAR RECORDS; NO. 4, BRITISH OFFICIAL; NO. 5, TOPICAL; NO. 6, SPORT AND GENERAL.



BEFORE THEIR OWN REGIMENTAL STANDARDS: AMERICAN AND FRENCH OFFICERS BEING DECORATED ON PARADE.



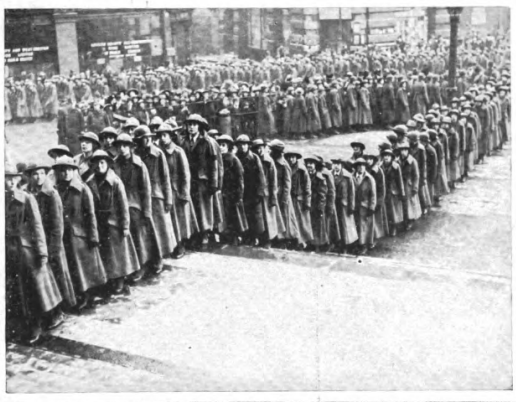
A NOTABLE EVENT OF THE DUKE OF CONNAUGHT'S RECENT TOUR: WITH KING ALEXANDER OF GREECE AT AN ATHENS REVIEW.



THE GREAT BATTLE: SIR DOUGLAS HAIG COMPLIMENTING THE BRIGADIER OF A CANADIAN FORCE AND HIS BATTALION COMMANDERS.



THE GREAT BATTLE: GERMAN PRISONERS, TAKEN NEAR LA BASSÉE, FILING INTO A REGISTRATION OFFICE, FOR CLASSIFYING AND QUESTIONING.



HOME FRONT WAR-WORKERS: "QUEEN MARY'S ARMY AUXILIARY CORPS" (W.A.A.C.'S) ENTERING ST. PAUL'S FOR THE SPECIAL SERVICE.

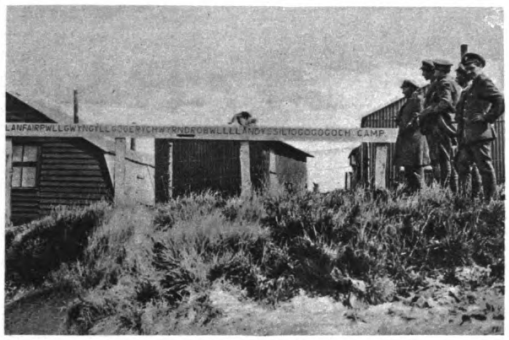


HOME FRONT WAR-WORKERS: MEMBERS OF THE WOMEN'S FORESTRY SECTION, THE WOMEN'S LAND ARMY, IN THE HYDE PARK PROCESSION.

The flags in the first illustration are, the nearer pair, the national Stars and Stripes colour of an American regiment, and beyond it the regimental colour; further off, a French regiment's flag. As in our Army, each U.S. regiment has two colours, the National Flag, corresponding to our "King's Colour," and the regiment's flag, with number and badge, corresponding to our "Regimental Colour." French regiments have only one flag per corps, the Tricolour, inscribed with the names of battles of previous wars. Present war names will be added.——In the second illustration the Duke of Connaught is seen during his recent tour in Egypt, Palestine, and Greece, with King Alexander of Greece at a review at Athens.——The fifth and sixth illustrations show incidents during the Women War-Workers' parade in London on April 20. Land Army women marched from Victoria Street to Hyde Park with inscribed banners, wearing smocks and attended by hay-carts, etc.; some women carrying farm implements and produce. The W.A.A.C.'s (now "Queen Mary's Army Auxiliary Corps") mustered at Wellington Barracks, where a message from the Queen was read, and marched to St. Paul's, where the Bishop of London preached.

CURIOSITIES OF WAR: HUMOUR AND INGENUITY AT THE FRONT.

OFFICIAL PHOTOGRAPHS.



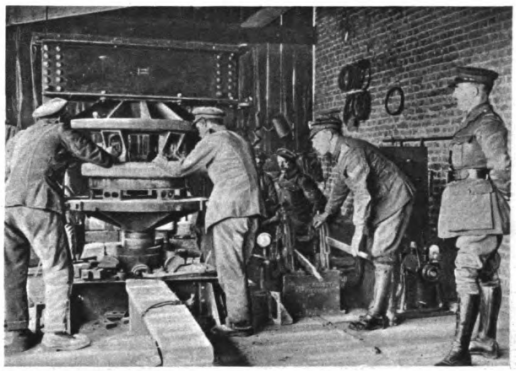
OVERSEAS MEN ADOPT A WEIRD COMPOUND OF WELSH PLACE-NAMES FOR THEIR CAMP: HUMOROUS CANADIANS, AND THEIR CAT.



THE INGENUITY OF THOMAS ATKINS: A BRITISH SOLDIER BUILDING A RAMPART OF BISCUIT-TINS.



A BRITISH TYRE-PRESSING DEPOT IN FRANCE: BRINGING IN A MOTOR TYRE TO BE RENEWED.



FORCING A TYRE ON A LORRY WHEEL BY HYDRAULIC PRESSURE: AT A BRITISH MILITARY TYRE-PRESS.



FIXING DETONATORS OF MILLS BOMBS: A SCENE IN THE CANADIAN RESERVE LINES AT THE FRONT.



MADE OF HALF-INCH KRUPP STEEL: A HEAVY GERMAN SNIPER'S-MASK CAPTURED BY THE CANADIANS.

Modern warfare is a very complex business, and in the area behind the actual fighting front there are many curious and interesting sights to be seen in connection with various supplementary activities, some official and others improvised, but all forming part of the great military machine. Thus there is a regular establishment for repairing and refixing motor tyres, with its own elaborate hydraulic plant. Individual ingenuity likewise plays its part, as in the construction of shelters and dug-outs from any old material that may lie ready to hand. Nor is the element of humour lacking amid the stern tasks of the soldier. Thus we see that certain Canadians have been tickled by the picturesque and unpronounceable place-names of Wales, and have evolved therefrom a truly prodigious appellation for their camp, necessitating a sign-post that gives the regimental cat quite a long walk. It may be mentioned that Llanfairpwllgwyngyll and Llandysilio are the actual names of two adjoining villages of Anglesey, near Bangor. The other component parts of the camp's name we are unable to trace, and doubtless Canadian humour invented them. In full it is: Llanfairpwllgwyngyllgogerychwyrndrobwilllandyssiliogogogoch!

THE WORLD OF FLIGHT

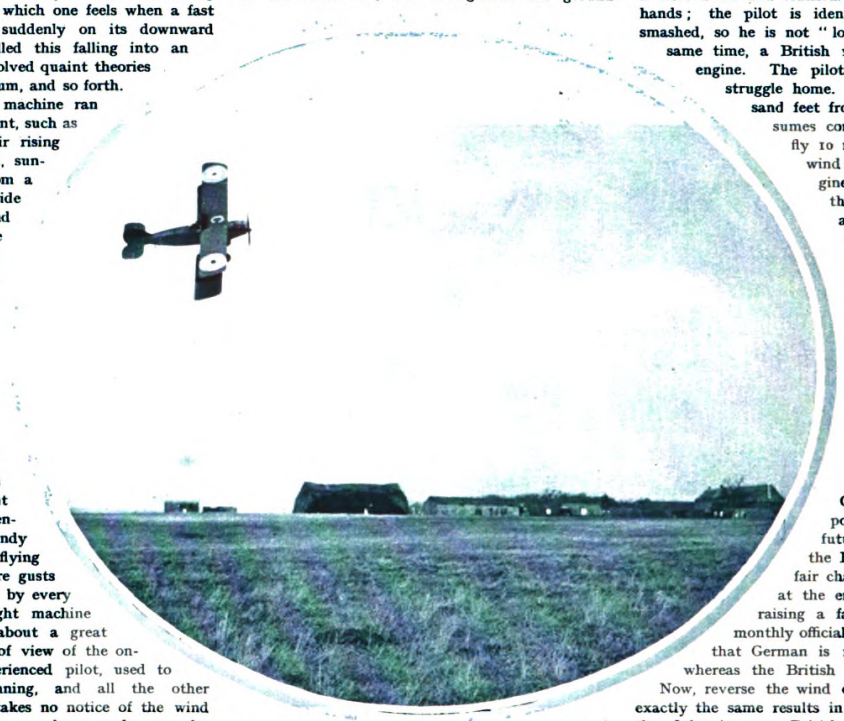
THE EFFECTS OF WIND IN AIR FIGHTING.

By C. G. GREY,
Editor of "The Aeroplane."

IN these days of skilful pilots and of instantly controllable aeroplanes, the effects of wind in air fighting, so far as upsetting the machines gravitationally or the pilots physically, are practically negligible.

When flying was in its infancy one heard a great deal about "air-pockets" and "bumps." Aeroplanes flew so slowly, and had so little engine power to spare for lifting purposes, that every little down current—generally the "curl-over" of an air-wave, dropped the machine quite considerably, and gave one that nasty sensation of leaving one's inside upstairs, which one feels when a fast passenger-lift starts suddenly on its downward journey. People called this falling into an "air-pocket," and evolved quaint theories about a partial vacuum, and so forth. Similarly, when the machine ran into a slight up-current, such as one gets from hot air rising off a patch of hard, sun-baked ground, or from a gust hitting a hill-side or high building and squirting upwards, one felt a distinct punch on the under side of the machine, or, rather, its wings, and the whole thing rose with uncomfortable suddenness. The modern aeroplane, fast and handy to control, jumps across such down-current without noticing it, and charges through an up-current with a slight lifting sensation. On a very windy day, especially when flying near the ground, where gusts are deflected upwards by every obstacle, a small, light machine may pitch and roll about a great deal, from the point of view of the on-looker; but the experienced pilot, used to looping, diving, spinning, and all the other modern manœuvres, takes no notice of the wind effects, and probably merely remarks on descending that it was a trifle bumpy up to a thousand feet or so. Being pitched about a few feet at a time does not really worry him, and he takes no more notice of it than a motorist does of driving over a bumpy road.

The real effect of wind on air fighting is of quite another nature. Wind has, in fact, the effect of increasing or decreasing very considerably the losses of one side or the other, according to its direction. An aeroplane is influenced by the direction of the wind precisely as a boat is by the current of a river. For example, if a 10-knot boat is going down stream with a 5-knot current, it will pass objects on the bank at the rate of 15 knots. If it is going up stream, it will only make 5 knots in relation to the land, for the 5-knot stream will knock 5 knots off its speed. If it goes straight across the stream it will cross at the rate of 10 knots; while it will drift sideways down stream at the rate of 5 knots at the same time. In just the same way, an aeroplane going at 100 miles an hour in perfectly calm air will, if flown in a wind of, say, 40 miles an hour, attain 140 miles an hour down wind. If flown against the wind, it will only go at 60 miles an hour; and, if flown exactly broadside on to the wind, it will make its 100 miles an hour ahead, but it will drift sideways at 40 miles an hour all the time. For example, if there were a 40-mile an hour west wind blowing, and the aeroplane started to fly to a town exactly 100 miles due south of its starting-place, and flew a compass course due south all the way, it would find itself at the end of an hour 100 miles south of its starting-place, but 40 miles to the east of the point which it intended to reach. Supposing, now, that an aviator went up and flew round and round in circles for an hour in that same wind, with his rudder set so that he would always fly in circles of the same size, and disregarded the ground entirely: at the end of an hour he would be 40 miles to the east of his starting-place; for while he was flying round and round the same lump of air, so to speak, that lump would itself be travelling eastwards at 40 miles an hour.



DURING THE GERMAN OFFENSIVE: A BRITISH FIGHTING 'PLANE SETTING OUT TO ENGAGE ENEMY 'PLANES.
Official Photograph.

Now when two aviators become mixed up in a duel they have no time to think about the direction of the wind—or at any rate, if they do think of it, they are too busy trying to out-manœuvre one another to pay much attention to it. And so, if a couple of dozen of them are involved in one of those rough-and-tumble air scraps which the aviators themselves call "dog-fights"—where each pilot goes for the nearest enemy machine in front of him, and at the same time has to watch his own tail to see that no enemy is attacking him from the rear—then there is still less chance of anyone considering what the wind is doing. Before the fight, one side or the other may try to cut the enemy off from his home territory and force him to fight over hostile ground; but, when once the fight has begun, the fighters are carried along by the wind just as two men fighting in the water would be carried along by the current. Consider, then, what happens on the West Front in France, where the fighting runs approximately north and south, and where the prevailing wind is from the west. A patrol of British fighting machines meets a patrol of Germans, let us say, direct over the lines when a 40-mile an hour west wind is blowing.

Suppose the fight lasts for a quarter of an hour before anyone is hit. By that time the whole bunch of fighters have drifted 10 miles to the east of the lines and are well over territory held by the Germans—or "Hun-land," as the flying people call it. Then a German machine is shot down and crashed. It falls into German hands; the pilot is identified, although badly smashed, so he is not "lost" officially. At the same time, a British machine is hit in the engine. The pilot turns and tries to struggle home. Perhaps a few thousand feet from the ground he resumes control. But he has to fly 10 miles against a 40-mile wind with a damaged engine. The chances are that the engine expires after a few minutes, and he lands in Hun-land and is captured. Then in the evening communiqué from G.H.Q. one reads, "One of our machines failed to return." The net result is that a German pilot is dead and a British pilot is a prisoner. Each side has lost a fighting man; but Germany has lost a potential father of the future generation, whereas the British pilot stands a fair chance of coming home at the end of the war and of raising a family. Yet when the monthly official figures are published, that German is not counted as lost, whereas the British pilot is so counted. Now, reverse the wind direction and suppose exactly the same results in the fight. This time the fight is over British territory. The German's body is identified by the British, and he is duly admitted by Berlin as being lost. The British pilot merely lands in a convenient field, and telephones to his squadron, who send and fetch him and his machine home. He takes out a new machine next day, and a new engine is fitted into his old machine within a day or two. Germany has lost a fighting man and the British have not. Another case is that in which a slow artillery or reconnaissance machine is attacked by a superior German machine. In the fight the inferior machine is forced to dive close to the ground. If the wind is from the east, the pair drift over British territory and the inferior machine lands safely. If the wind is from the west, they drift over Hun-land, and, as a rule, the crew of the artillery machine fight to a finish rather than land and be captured. In this way, many good men have been killed when they might have been living as prisoners. British losses have been still further increased because right through the war the R.F.C. has been on the offensive, and so has been flying far behind the German lines to a much greater extent than the Germans have flown behind the British lines. This has meant that, over and over again, machines which have been damaged or have suffered from defective engines have been unable to get back against the prevailing west wind, and so have "failed to return"; whereas, if the wind had been the other way, they could just have scraped home.

DRAWN BY A. FORESTIER, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



ON THE SOMME FRONT ABOUT MIDWAY BETWEEN PÉRONNE AND AMIENS: SUSSEX MEN STUBBORNLY RESISTING THE GERMAN ADVANCE ABOVE MORCOURT, ON MARCH 25.

From Péronne the River Somme flows in a general westerly direction towards Amiens, but with many winding loops and curves. From Chipilly to Morcourt, for instance, the stream runs practically from north to south. The village of Morcourt lies over the crest of the hill beyond the cross-surmounted wayside shrine at the cross-roads in the centre of our drawing, and in the distance (seen just to the left of the shrine) is a bridge over the Somme at Chipilly. To the right of the shrine, in the background, is the Somme Valley with a canalised section of the river. In the background on both sides are lines of German infantry advancing to the attack. Running across the foreground is a sunken road leading to Morcourt, held by Sussex troops. Other Sussex men are seen on the left in the background moving to new positions, while German troops, further away, are rushing up to occupy a wood.—[*Drawing Copyrighted in the United States and Canada.*]

SCIENCE JOTTINGS

IN QUEST OF THE BOOK



SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

OF SACRED SCIENCE.

THE CARRIERS OF TYPHOID.

MOST of us have heard of "Typhoid Mary," the unfortunate woman whose presence in a house or institution was almost invariably followed by an outbreak of typhoid fever in the neighbourhood. As she was apparently in perfect health, as it was not until years after she had to all appearance completely recovered from the disease that the fact showed itself; and especially as an attack of typhoid gives practically perfect immunity against subsequent infection, Mary's case, taken with others, established the fact that certain individuals may remain centres of infection—or, in other words, "carriers" of the disease—without themselves presenting any symptoms of it. This had long been known to medical men; but the part of their anatomy in which these individuals kept the typhoid germ, so to speak, stored up remained a mystery, particularly as bacteriological examination of their blood showed no trace of the *bacillus typhosus*, the micro-organism which is the root of the mischief. This mystery has at length been cleared up; and Professor Henri Vincent, perhaps the greatest living authority on the subject, whose "polyvalent" serum has saved so many valuable lives in our own Army as well as in that of our gallant Allies, is able to pronounce unhesitatingly that the storehouse of germs in a typhoid "carrier" is always the gall-bladder, and in some cases the great bladder also.

Why this should be so is a most curious incident in the history of immunisation, and may be found later to have a bearing on other diseases than typhoid. The subject, however, is highly technical, and those who wish to pursue it further may be recommended to read Professor Vincent's article in the *Revue Scientifique* for March 16 and 23, in which the matter is treated in the lucid and masterly style which we have come to look for in the chief of the Val de Grâce Institute. What concerns us here is the means by which these "carriers" manage to communicate their disease-germs to their neighbours; and Professor Vincent's researches leave little doubt possible that this is done by infecting the sewage. The breeding-ground of the bacillus involved is, as he conclusively shows, not the blood of the carrier, but the bile; and from this the pest normally passes into the *dejecta*. From this source, in spite of all sanitary regulations, the contamination of drinking-water, of milk, of bread, and even of meat, fish, and vegetables, is but too easy, and the unsuspecting person who has not been rendered immune by a previous attack or by artificial means contracts the disease by what doctors call the way of the mouth. Doubtless, he or she must be weakened by some cause—such as insufficient food or watching or anxiety—for the disease to take hold of him or her, or we should all now be suffering from it; but what we want to do is to stamp out the disease altogether with complete success.



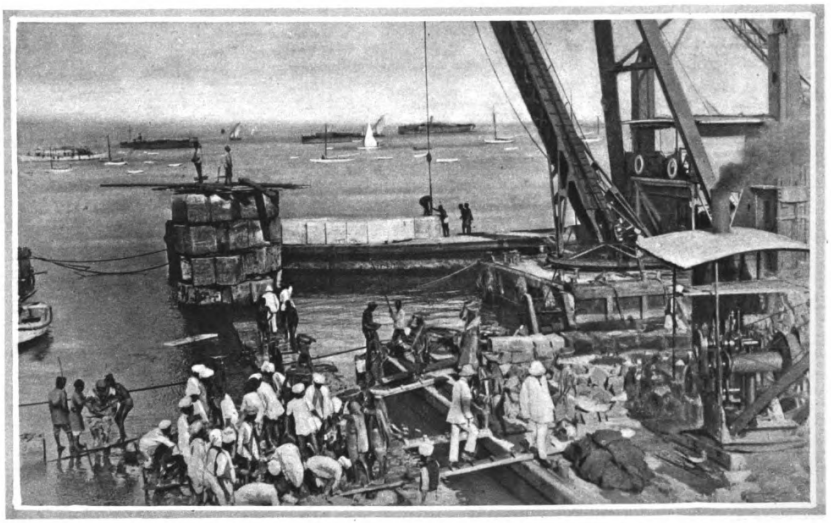
A BOMBAY MEMORIAL OF THE LANDING OF THE KING AND QUEEN IN 1912 TO BE CROWNED EMPEROR AND EMPRESS OF INDIA AT DELHI: A DIVER OFF THE APOLLO BUNDER SIGNALLING BY SHOWING A HAND ABOVE WATER DURING THE DEPOSITING OF CONCRETE BAGS.

The Apollo Bunder is an esplanade which projects into the harbour of Bombay, and is the place where Viceroys and exalted personages land and are received in State. To commemorate the royal landing there for the Delhi Durbar Coronation, a gateway in the sea in front of one face of the Apollo Bunder is being built, and the foundations have been laid under water by divers.—[*Photograph by Myers Bros.*]

How this *may* be done is also fairly plain. A "carrier" like Typhoid Mary must not be left at large to spread the disease broadcast. He or she must be prevented under present conditions from living with normal people, and must be as carefully segregated from the other members of the community as those known to be afflicted with homicidal mania. But there is no reason why this sort of internment need be made very irksome or unpleasant. All that would be necessary is that the sanitary arrangements of the house of internment should be perpetually under skilled supervision, and that the interned should be prevented from going beyond reach of them except under conditions easily imagined. Nor need such internment be perpetual or lifelong. Professor Vincent tells us that several means have been adopted by which even a "carrier" may be deprived of his power of infection; and, although the only one which has hitherto proved successful is at present very painful, yet it is probably only a question of time before its severer consequences are eliminated.

There remains to be said what is the urgency of the case for both precautions and treatment. Typhoid, which during the South African War was responsible for more deaths in the Army than the Boers' bullets, has been all but absent from it during the present struggle, thanks largely to the preventive serum manufactured by Professor Vincent himself. Yet inoculation with this has terrors of its own even for the young and fit which would effectually prevent its adoption by the civilian population except in the last extremity. That this extremity may come in the shape of an epidemic, no one will deny who considers the rush of starving aliens who will be dumped on our shores directly peace makes their exodus from Northern Europe possible. Legislation, if not adopted too late, might serve to prevent this invasion reaching us in force.

F. L.



A BOMBAY MEMORIAL COMMEMORATING THE LANDING AT THE APOLLO BUNDER OF THE KING AND QUEEN FOR THE CORONATION AS EMPEROR AND EMPRESS OF INDIA AT THE DELHI DURBAR IN 1912: THE EXTENSION WORKS FOR THE "GATEWAY TO INDIA," IN PROGRESS UNDER THE BOMBAY PORT TRUST AUTHORITIES.

Photograph by Myers Bros.

OUR FIGHTING RETREAT FROM ARMENTIÈRES: THE FIVE DAYS' DEFENCE OF ERQUINGHEM.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



ON THE LINE OF THE LYS IN THE GREAT BATTLE: BRITISH FIRST-LINE TRENCHES BEFORE ERQUINGHEM, SHOWING THE VILLAGE WITH A FACTORY ON FIRE.

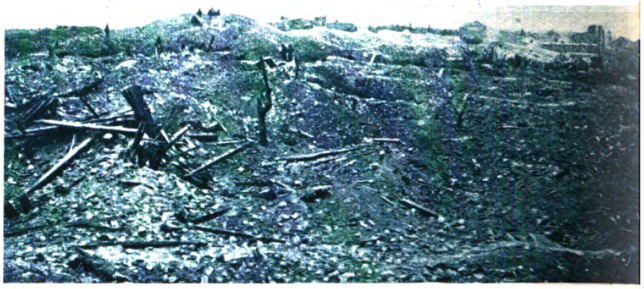
Erquinghem is about two miles west of Armentières (seen in the distance in the right background of our drawing), and lies on the road (seen in the middle distance on the right) leading west by south to Estaires and Merville. A pontoon-bridge over the River Lys is shown on the extreme left in the background. In the right foreground is the British first-line trench, and further to the left are rows of sectional trenches. Writing on April 11, Mr. H. Perry Robinson said: "When the success of the first attack on Ploegsteert permitted the Germans to pour through on the north side, while on the south side the fighting was going on about Estaires, the threat to our garrison in the Armentières area was evidently so great, with the enemy nearly making contact from both flanks in the rear, that it was withdrawn first to Erquinghem soon after midday yesterday, and then to a line in front of Nieppe, which line we still hold."—[*Drawing Copyrighted in the United States and Canada.*]

THE GREAT BATTLE: WHERE SOME OF THE FIERCEST FIGHTIN(

PHOTOGRAPHS NOS. 1, 2, 3, 8, AND 9, BRITISH OFFICIAL; NOS. 4, 5, AN



NEAR MESSINES, TAKEN BY THE ENEMY AND RETAKEN BY US: R.E. DIGGING A COMMUNICATION-TRENCH.



THE BATTLEFIELD ROUND WYTSCHAETE: THE SCARRED AND SHELL-PLOUGHED GROUND ON THE VILLAGE OUTSKIRTS; RUINS OF HOUSES BEYOND.



"NEMO ME IMPUNE LACESSIT": LONDON SCOTTISH WHO HAVE DONE ROUGH FIGHTING—A COMPANY PARADED FOR ROLL-CALL.



THE SOLDIER'S FIGHTING KIT, AS WORN BY MEN WHEN IN THE FIGHTING LINE: CANADIAN RESERVES ENTRAINING FOR THE BATTLEFIELD.

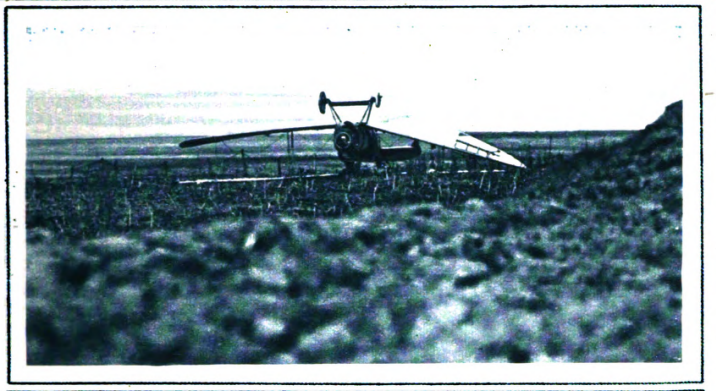


FEEDING THE GUNS BY HAND: ARTILLERYM A MAGAZINE IN

The nature of the ground surface round Messines, where part of the ruins of the village was taken by the enemy and retaken by our counter-attack, is suggested in the first illustration: stiff, chalk soil. The digging of the communication-trench shown was such warm work that our Sappers worked "stripped to the buff," in spite of bitter cold.——The London Scottish, a company from one of the battalions of which is seen in the foreground of the third illustration, have been in the thick of the fighting. They left their mark on their assailants, acting up to the Scots national motto, "Nemo me impune lacessit."——The German two-seater 'plane in the fourth illustration was brought down by Canadian machine-gunners on "No Man's Land."

HAS TAKEN PLACE; AND ELSEWHERE IN THE FRONT LINE.

CANADIAN WAR RECORDS; NO. 6, AUSTRALIAN OFFICIAL.



EARTHED AND CAPSIZED IN "NO MAN'S LAND": A GERMAN TWO-SEATER 'PLANE WHOSE OCCUPANTS WERE CAPTURED IN TRYING TO ESCAPE.



ON VIMY RIDGE: PIONEERS FELLING A TREE DAMAGED BY SHELLS WHICH THREATENED TO FALL ON A CANADIAN TRENCH.



DURING A LULL IN THE FIGHTING: AUSTRALIAN SOLDIER COOKS GETTING A HOT MEAL READY.



CARRYING UP SHELLS TO THEIR BATTERY FROM BATTLEFIELD VILLAGE.

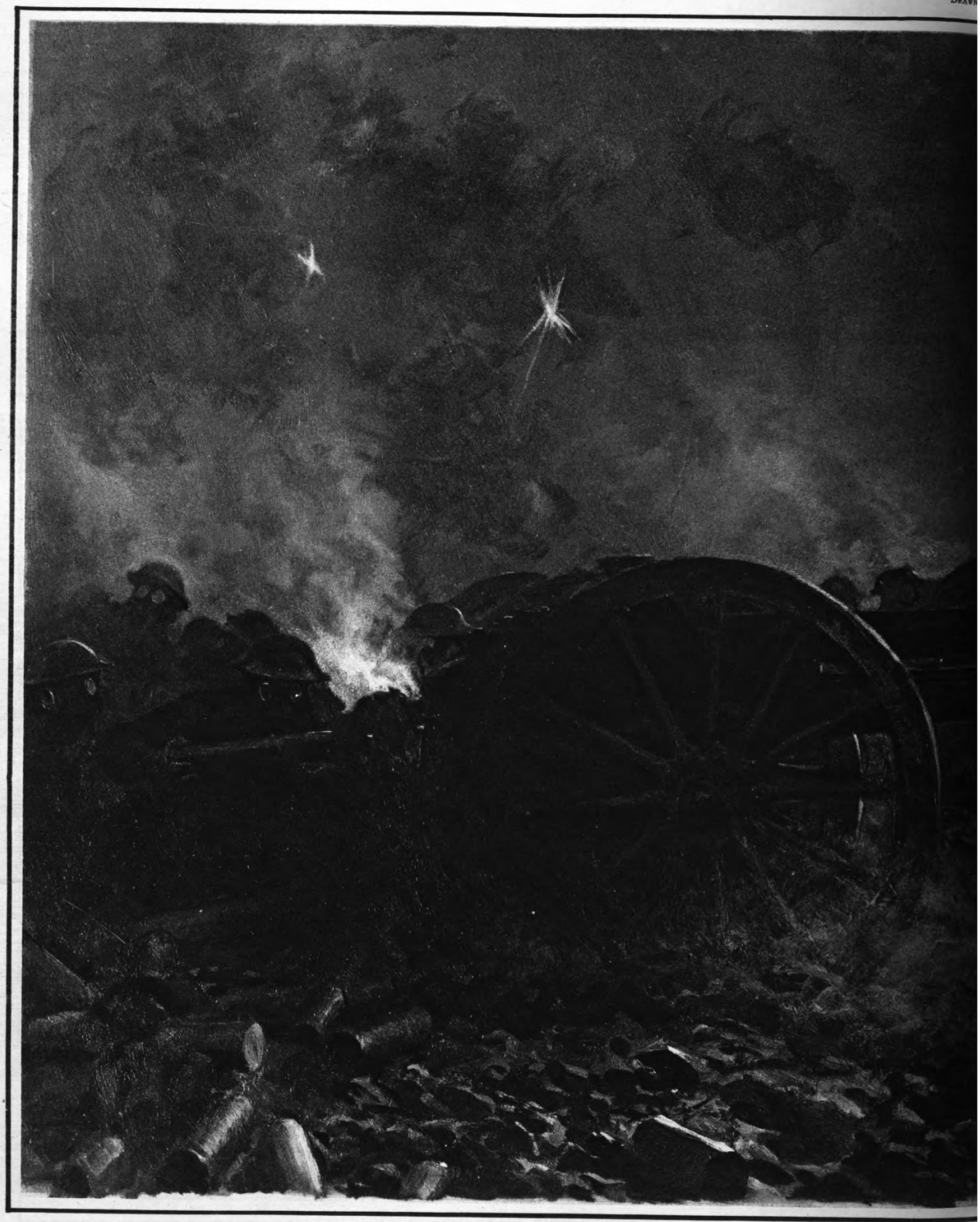


OUTSIDE A FIELD-HOSPITAL DURING ACTION: "WALKING WOUNDED" (AND ONE MAN CARRIED "PICK-A-BACK") WITH LABELS STATING THEIR INJURIES.

The airmen were not hurt, and started to walk to their own lines. They were "invited to tea" by one of our officers, who brought them into our lines, prisoners.——The Vimy Ridge tree had its trunk so badly damaged by shells that it threatened to fall across a Canadian trench; pioneers are seen felling it.——The seventh illustration shows the kit fighting-line men wear on the battlefield; not the heavy pack equipment men on leave to England carry, such as those seen weightily laden at London railway stations.——Note the labels, detailing their injuries, which wounded are given at field-dressing stations. The man in the background to the right carries his "ticket," as usual, pinned to his coat. The foremost, tall man (left) holds his in his hand.

THE GREAT BATTLE: A BRITISH FIELD ARTILLERY BAT

DRAWN

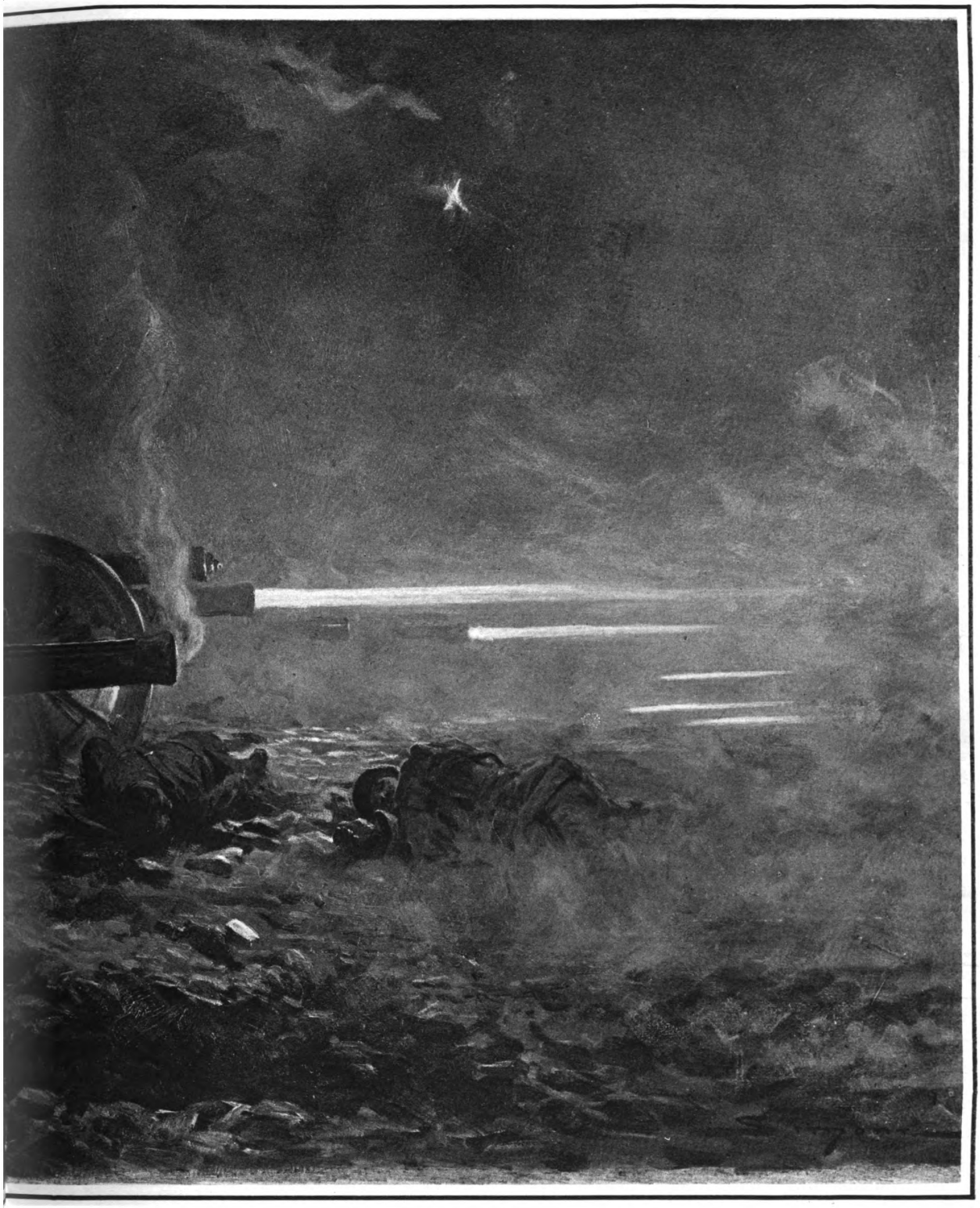


HOLDING BACK THE ENEMY MASSES, AT IMMINENT RISK OF BEING "RUSHED," DURI

"There has never been such a killing of Germans since the war began," are the words in which one of the correspondents at the Front, who was able to learn something of the work of our artillery in holding back several of the reckless German onslaughts, describes the general impression of the effect of our gun-fire on the enemy's dense masses as they swarmed forward, in solid blocks of men. "Our gunners were firing hour after hour at large bodies of Germans, moving so close to them that the guns were laid directly on to their targets and caused deadly losses in those ranks of field-grey men who never ceased to come forward in a living tide." Salvoes of shells

ERY IN CLOSE ACTION, WITH GAS-MASKED GUNNERS.

J. SIMONT.



G A FURIOUS ASSAULT UNDER GERMAN GAS-SHELL FIRE: MASKED BRITISH GUNNERS.

and rapid independent firing were used as the occasions called for, and in one recorded instance, at least, a battery fired case-shot, or "canister," as it used to be called—tins of bullets—into the German front ranks at a few yards off. For most of the time, in many places, owing to the gas-shells which the enemy fired, our gunners had to serve their guns from hour to hour continuously wearing gas-masks and goggles, as some of them are seen doing in the illustration. The guns are, at the moment shown, firing without elevation, along ground level, point-blank—so close were the enemy then.—[*Drawing Copyrighted in the United States and Canada.*]

AIDED BY "REDS" AND "WHITES": OUR PETROGRAD EMBASSY.



BRITISH MILITARY ATTACHÉ: LIEUT.-COL. THORNHILL (LEFT), WITH M. LEHTIMAKI, A "RED" OFFICER.



"BOTH REDS AND WHITES SHOWED EVERY COURTESY": A RED GUARD SCOUT ON SKI.



FINNS WHO HAVE SERVED IN THE GERMAN ARMY: A "WHITE" OFFICER AND N.C.O.



FIRED ON BY WHITE GUARDS, BY MISTAKE: (LEFT TO RIGHT) CAPT. STEVENI, M.C., PROF. COTTER, AND LIEUT. HITCHING, R.E., OF COL. THORNHILL'S PARTY.



A BRITISH OFFICER IN A GROUP OF FINNISH RED GUARDS: CAPT. STEVENI, M.C. (STANDING THIRD FROM RIGHT AT THE BACK).



WHERE THE RAILWAY WAS BLOWN UP AND THEY TOOK TO SLEIGHS: CAPT. STEVENI.



FLYING THE UNION JACK: THE LEADING WHITE GUARD SLEIGH, WHICH HEADED THE CONVOY.



PROF. COTTER (LEFT), INTERPRETER IN FINNISH, AND M. AUGUST WESLEY, "RED" CHIEF OF STAFF.

The members of the British Embassy to Russia left Petrograd for Sweden via Torneo on February 28. At Seimakki they were entertained at dinner by General Mannerheim, the "White" Commander. They stayed three days at Tammerfors in a special train provided by Mr. Sirola, "Red" Foreign Minister, while Lieut.-Col. Thornhill, the Military Attaché, with Capt. Steveni, Prof. Cotter (interpreter in Finnish), and Lieut. Hitching (interpreter in Swedish) rode under a white flag through the opposing lines to arrange with the Whites for the party's passage in sleighs. Owing to General Mannerheim not receiving a telegram, they were fired on by White troops. There were four casualties among the "Reds," but the British party got safely across to the White Headquarters, and made satisfactory arrangements. Both Reds and Whites showed every courtesy.

WHERE GERMANY PROFITS BY CIVIL WAR: FINLAND AND THE AALANDS.



AFTER STREET FIGHTING: THE TELEPHONE EXCHANGE BURNT AT ULEABORG, IN NORTHERN FINLAND.



FINNISH "CONSERVATIVE" FORCES WHO CALLED IN THE GERMANS: YOUNG RECRUITS OF THE "WHITE" GUARDS.



BEFORE THE EVACUATION OF THE AALAND ISLANDS BY THE SWEDISH PROTECTIVE EXPEDITION: SWEDISH SHIPS IN THE ICE AT ECKEROE.



THE EVACUATION OF THE AALAND ISLANDS BY FINNISH WHITE GUARDS: SWEDISH TROOPS SALUTING THEM.



IN ONE OF THE AALAND ISLANDS: A PARTY OF WHITE GUARDS SURRENDERING THEIR ARMS TO SWEDISH TROOPS.

Finland, and the Aaland Islands lying between it and Sweden, have for some time been torn by civil strife between the Conservative forces of "White" Guards and the Bolshevik "Red" Guards, aided by Russians. A Swedish expedition was sent to the Aaland Islands with the object of stopping atrocities and restoring order, and a force of Finnish White Guards was disarmed and left the islands. Later, a German force landed in the Aalands, and the Swedish expedition in turn evacuated them. On April 4 a large German force also landed at Hangö, in Finland, to support the Finnish White Guards, and the joint forces a few days later occupied Tammerfors, Finland's largest manufacturing town. On April 15 it was announced that the Germans had taken Helsingfors, the capital, bringing a considerable quantity of food for the inhabitants. Possessing Hangö, Helsingfors, and the Aalands, Germany now commands the entrances of both the Gulfs of Finland and Bothnia. Uleaborg is a coast town in Northern Finland on the Gulf of Bothnia.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY VANDYK, LAFAYETTE, MORGAN, SWAINE, WESTON, ELLIOTT AND FRY, BACON, SPORT AND GENERAL, AND LANGFIER.



2ND LT. J. H. HIGGINSON, R.F.A. Son of Mr. J. F. Higginson, Buckingham, Canada.



CAPT. CYRIL M. HADDEN, Royal Scots Fusiliers. Officially reported as killed in action.



LIEUT. EBENEZER MACLAY, Scots Guards. Son of Sir Joseph Maclay, the Shipping Controller.



CAPT. A. W. FIELD, R.F.C. Son of Mr. Edward Field, Clerk of the Peace for Warwickshire.



CAPT. H. CLIFFORD STROUD, R.F.C. Son of Professor Stroud, Armstrong College, Newcastle.



MAJ. T. A. SWINBURNE, D.S.O., R.E. Son of Lieut.-Col. T. R. Swinburne, Pontop Hall, Durham.







MAJ. DE LA COUR CORBETT, Indian Army. Son of late Col. R. de la Cour Corbett.



MAJOR E. J. TYSON, D.S.O., M.C., R.F.C. Died of wounds.

BRIG.-MAJOR S. J. PAGET, Son of Right Rev. Henry L. Paget, D.D., Bishop of Stepney. Killed in action.



MAJOR NOEL W. FREEMAN, R.F.A. Son of Mr. W. R. Freeman, Westbourne Terrace. Twice mentioned in despatches.



MAJOR F. M. KING, King's R. Rifle Corps. Officially reported killed.



MAJ G. P. NUNNELEY, M.C., Bedfordshire Regt. Son of the late Rev. F. B. Nunneley



LIEUT.-COL. N. B. ELLIOTT-COOPER, V.C., D.S.O., M.C., Royal Fusiliers. Son of Mr. Robert Elliott-Cooper, Prince's Gate S.W. Died of wounds.





MAJOR R. GUY PURCELL, R.G.A. Younger son of Col. M. H. Purcell, late R. Engineers.

LIEUT.-COL. H. S. C. PEYTON, M.C., Rifle Brigade. Son of late Sir Algernon and of Dowager Lady Peyton.

MAJOR SYDNEY H. BAKER, Gloucester Regt. At Jesus College was Captain of the College rowing.



LIEUT.-COL. H. W. FESTING, Son of late Major-Gen. Sir Francis Festing. Killed in action.



LIEUT. KENNETH F. A. WALLIS, R.N. Son of late Mr. Arnold J. Wallis, Fellow of Corpus Christi.



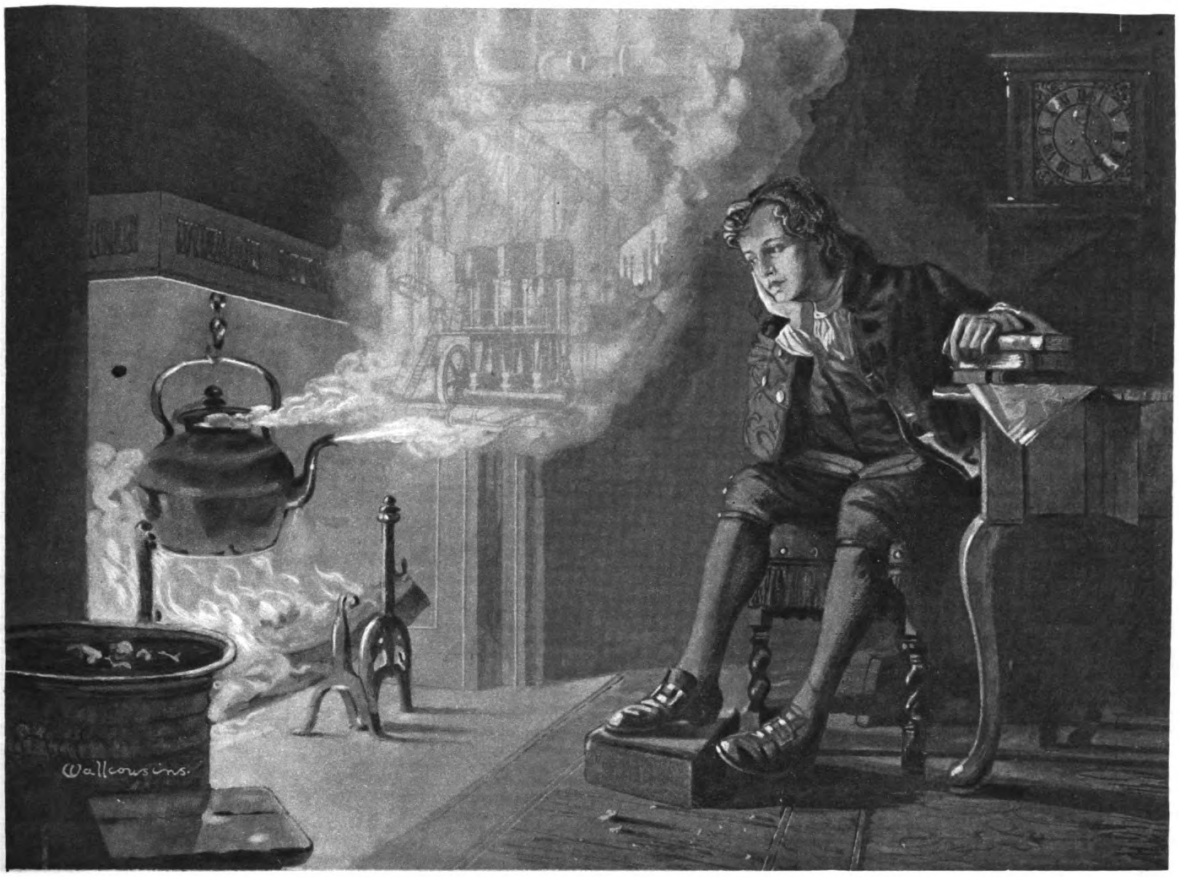
MISS EDITH BARKER, V.A.D. Died on active duty in France.



2ND LIEUT. T. H. TREVOR SHIEL, Dorset Regt. Son of Mr. and Mrs. John Shiel, Roscommon.



CAPT. C. E. A. WILSON, R.A.M.C. Son of late Rev. A. Wilson, Vicar of Bedford Park.



APPLIED ENERGY

WHEN WATT SAW THE COVER OF HIS MOTHER'S TEA-KETTLE LIFTED BY THE ENERGY OF THE ESCAPING STEAM, HE SET TO WORK TO INVENT THE STEAM ENGINE.

Energy is the power by which anything acts to accomplish a result. Will is the means by which energy is intelligently applied. All through its long history the House of Tootals has had the energy and the will to apply improved methods.

The latest result of this Tootal Will and Tootal Energy is a steadily increasing production of Tootal Marked and Guaranteed cotton fabrics, to meet a continually greater world-wide demand for them.

Drapers who have discovered that quick and steady sale, and "satisfied customers," are the key to success, find Tootal lines most desirable to sell, and the public is well aware that they offer exceptional satisfaction—sterling value for price. The identifying mark upon all these goods (see list on this page) makes it certain that they are indeed Tootal Guaranteed.

TOOTAL WILL AND TOOTAL ENERGY
KEEP THE TOOTAL GUARANTEE INVIOLATE

BRITISH MADE
THE
TOOTAL
GUARANTEED
COTTON
FABRICS

Sold by High-Class Drapers and Outfitters.

TOBRALCO (*Regd. Trade Mark*): The Cotton Wash-dress fabric. 27/28 inches wide.

TOOTAL PIQUÉ: Soft and supple. White and colored. 43/44 inches wide.

TARANTULLE (*Regd. Trade Mark*): The Cotton Fabric for Lingerie and Baby-wear. In three weights—40 inches wide.

TOOTAL SHIRTS for men: Ready to wear. Red label and blue label.

TOOTAL SHIRTINGS for Ladies' and Children's wear. 32 inches wide.

LISSUE HANDKERCHIEFS (*Regd. Trade Mark*) for ladies. Dainty exquisite self-white and indelible color border designs.

PYRAMID HANDKERCHIEFS (*Regd. Trade Mark*) for men. Correct self-white and exclusive indelible color border designs.

TOOTAL CLOTH: The Guaranteed Velvet Fabric, equal to silk velvet for graceful draping. Rich colors that will not rub off. Plain and Corded, 27 inches wide.

TOOTAL BROADHURST LEE COMPANY LTD., MANCHESTER

LONDON, 32, Cheapside, E.C.; PARIS, 42, Rue des Jeuneurs; NEW YORK, 387, 4th Avenue; TORONTO, 726, Empire Buildings; MONTREAL, 45, St. Alexander Street.

MELBOURNE	G.P.O. Box 1035
WELLINGTON	G.P.O. Box 604
CAPE TOWN	G.P.O. Box 1023
JOHANNESBURG	G.P.O. Box 2833

TOOTAL BROADHURST LEE CO., LTD.

PAUL E. DERRICK · LONDON

NEW NOVELS.

"Gwyneth of the Welsh Hills."

The simple style of "Gwyneth of the Welsh Hills" (Stanley Paul) is appropriate to the story, which deals with farmer folk, and gipsy folk, and country vicars—all Welsh to the marrow of their bones. It is true there is a lord, and a spendthrift and dissolute lordling; but they too are simple in their lordliness, and the young man's villainy is the well-worn tale of seduction and dishonour. If this rapid survey of Mrs. Nepean's work sounds like disparagement, we should regret it sincerely, for we must add that it is not so, and that we found much to admire in the lack of artifice, the straightforward purpose, and the concentration of the writer upon her story. Out of these things, knitted together, emerges understanding, and it is apparent that Mrs. Nepean knows her Welsh people very well indeed. She has drawn a number of types—the avaricious farmer, the student, the man of music, the peasant mother. Her girls are Welsh in their sorrows and their loves. The plot, with its long-lost heiress, creaks along; but we can forget its banality when we follow Gwyneth flying through the night, or see the daylight gather upon Moel Siabod. Never mind Lord Pryse, or the wicked Evan; here are the mountains and the lakes of Wales, and the novelist who opens a casement upon their loveliness has earned our gratitude.



DURING THE GERMAN OFFENSIVE: AN ARTILLERY OFFICER CARRYING ON AMID RUINS.
Official Photograph.

"First the Blade."

Miss Clemence Dane's discovery of her powers of writing in "Regiment of Women" must have been as great a delight to her as the approval by the public of her first novel. To handle a pen for the first time, and to find it a facile instrument. . . But a fairy godmother's gift has its dangers, and "First the Blade" (Heinemann) shows one of them in operation. Miss Dane, having the mastery of her pen, takes liberties with it. There is no virtue that brings its own reward more surely in novel-writing than restraint, and it is just restraint that lacks in this free-and-easy conversation—over the heads of the characters, as it were—with the collaborator. The reader finds himself resenting Miss Dane's intimacy with the unseen, and lapsing into speculation on "First the Blade" pruned of the collaborator and the presence of a self-conscious author. The character of Laura is so well and sympathetically drawn, and the attempt at a convincing Justin is so gallant, that they might well have been left without interpretation. Justin is not quite a success, not quite credible; but he is interesting. His passionless nature works out, as a matter of fact, as something less incomplete than obtuse. The fellow is a blockhead not to know that pretty girls are ripe for kisses. . . . There is a perversity about him that might easily have been distasteful if his creator had been a little less clever in her manipulation of the story. Laura is a woman, and a real one; but Justin is neither fish, flesh, fowl, nor good red-herring. The early chapters describing Laura's childhood are excellent. "First the Blade" will not cause the stir that "Regiment of Women" roused; but it will be discussed, with Justin's temperament at the heart of the argument.

In Robinson and Cleaver's advertisement appearing on April 6 there was shown a little boy's suit, "No. S. 155," made to fit a child of two to two-and-a-half years. It was advertised at the wrong price, and also a statement was made that it could be obtained in Zephyr and Harris Linen. Robinson and Cleaver have none of these suits in Zephyr; and the price for them in Harris Linen, with smocked front and sleeves and fancy stitching with pockets to finish, is 26s. 6d. It may also be obtained with full knickers for tiny girls in colours pink and blue. It is to be hoped that no inconvenience was caused by this error.

"Dod's Parliamentary Companion" for 1918 (Pitman) is the ninety-fourth issue of that very handy little pocket-book of reference. In these days of innovation and new Government departments, it is likely to be more in request than ever. The preface notes, for example, that last year nearly thirty changes were made in the Ministry; and the new list of Ministers in this edition contains ninety-four names.



CLUB MEMBERS INTERVIEWED.

CAPTAIN (R.G.A.).

"It's not so cushy here as some Johnnies will insist. Working twenty-four hours a day, putting the lid on Fritz's pill-box and all that sort of thing, is nothing like a Cook's tour, especially when the crumps are unpleasantly near—and that's not seldom. But, as the old song goes, 'We smoke and we joke, we don't care a jot, we're a jolly fine lot'—you know we smoke 'Army Clubs' only, (wouldn't be in the mood for joking otherwise). 'Army Clubs' are absolutely 'bon.' Give me one and I'm happy; give me two and I can almost love a Boche; give me a box and *beaucoup de* H.E.'s and I'll guarantee a hit every time."

"CAVANDER'S

Army Club"

CIGARETTES

SOLD BY THE LEADING TOBACCONISTS AND IN ALL THE CANTEENS.

20 for 11d. 50 for 2/3 100 for 4/6

The

ROYAL ACADEMY ILLUSTRATED

1918

Ready May 6th.

Containing over 200 superb Reproductions of the works of R.A.'s, A.R.A.'s and other notable Pictures and Sculptures of the year.

THIS year's pictures will be reproduced by the Photogravure Process, making the book of even more interest than usual and valuable as a Souvenir. The wonderful advance in this unique process and the skill of the printer, under difficult conditions, make this edition a veritable collection of "mezzotints." The range of tones obtained faithfully represents the original pictures—which are the best of the year's art.

It is just the gift that will be appreciated by all unable to visit the Exhibition.

Obtainable at all Booksellers, or at the

ROYAL ACADEMY

PRICE **2/6** NET.

Orders should be placed at once, as, owing to paper shortage, etc., the edition will be limited.

PUBLISHED UNDER AUTHORITY OF THE ROYAL ACADEMY
by
WALTER JUDD, Ltd., LONDON

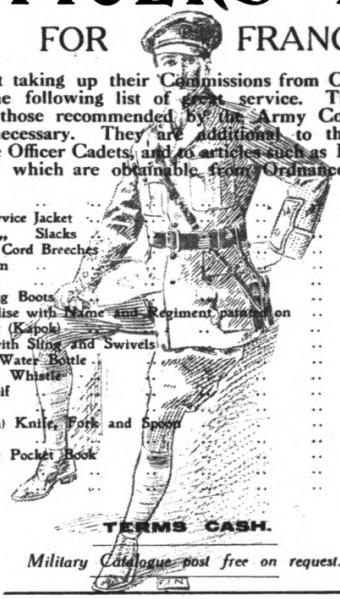
GAMAGES

THE HEADQUARTERS OF MILITARY OUTFITTING.

OFFICERS' KIT

FOR FRANCE.

Officers just taking up their Commissions from Cadet Battalions will find the following list of great service. The articles included are those recommended by the Army Council as being absolutely necessary. They are additional to the kit already issued to the Officer Cadets, and to articles such as Revolvers, etc., which are obtainable from Ordnance.

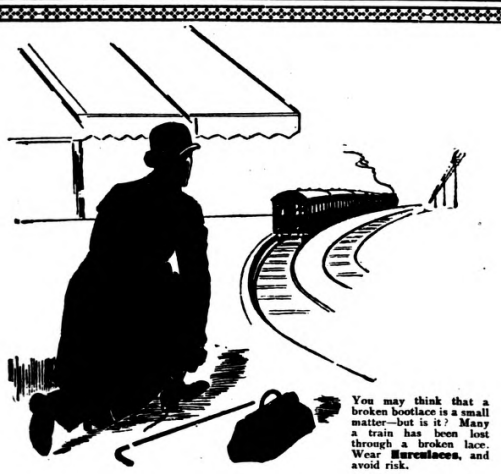


	£	s.	d.
1 Service Cap	0	12	6
1 Whipcord Service Jacket	4	10	0
1 " " Slacks	1	18	6
1 pair Bedford Cord Breeches	2	10	0
1 British Warm	4	4	0
1 Trench Coat	3	10	0
1 pair Marching Boots	2	5	0
1 Wolseley Valise with Name and Regiment painted on	3	11	9
1 Sleeping Bag (Kapok)	1	15	0
1 Haversack with Sling and Swivels	0	16	6
1 Aluminium Water Bottle	0	15	6
1 Lanyard and Whistle	0	2	6
1 Service Hussif	0	2	11
1 Hold-all	0	6	6
1 (Combination) Knife, Fork and Spoon	0	6	6
1 Enamel Cup	0	1	0
1 Field Service Pocket Book	0	1	0
1 Map Case	0	16	6
1 Bucket	0	5	6
	£28	11	2

TERMS CASH.

Military Catalogue post free on request.

HOLBORN, LONDON, E.C. 1.



You may think that a broken bootlace is a small matter—but is it? Many a train has been lost through a broken lace. Wear **Hurculaces**, and avoid risk.

Hurculaces
GUARANTEED BRITISH MAKE

Hurculaces are the ideal laces for boots or shoes.

A minute saved is oft times an hour gained, and a lace generally breaks when one is in a hurry. To avoid such contretemps insist on HURCULACES, which are made from strong, long-stapled threads that resist wear, and are well dyed and firmly tagged.

Stocked by high-class Drapers, Outfitters, and Bootmakers.

The hand that holds "Regina" rules the beard.

o o o
o o

PRICE'S, BATTERSEA, S.W. 11.

NO need to let your beard be master. Master your beard to-day. It's simple.

Sufficient hot or cold water; a

PRICE'S
REGINA
SHAVING STICK

and a good brush.

The result is an ideal lather that will soften the toughest beard.

It is a lather that doesn't quickly fade, a time-saving, temper-saving lather, with a pleasant perfume all its own.

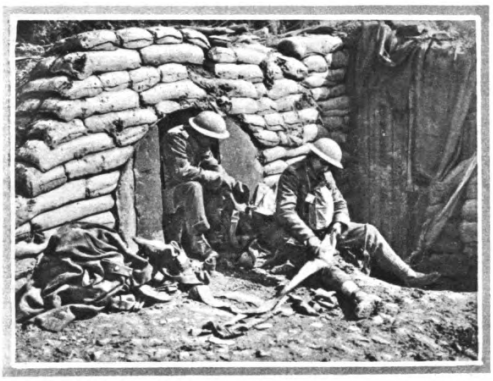
Regina costs **1/-** and is **Made by PRICE'S.**

LITERATURE.

The War Gospel of the Hun.

"Certain self-imposed restrictions, called the 'Customs of War,' accompany war, without impairing its power, for there is no custom of war which an unscrupulous and powerful State will not interpret in its own way or violate with impunity should this be necessary for it to obtain its object; and the opprobrium of other States is of little moment if the object be gained." This passage forms one of the opening sentences in "War According to Clausewitz" (Cassell), edited, with an introductory note and textual comments, by Major-General T. D. Pilcher, C.B. Written a hundred-odd years ago, the statement fits *au pied de la lettre* the conditions under which Germany is now waging war, and has carried on hostilities everywhere.

Another passage reads thus: "Of all errors in war, those that proceed from a feeling of benevolence are the worst, for they prolong the state of warfare." That hits at certain of the present-day Allies: it comes home to Downing Street—and, too, our Pacifist orators. Clausewitz's book, originally entitled "On War," has been, in especial ever since the Bismarck and Moltke era, the Bible of German statecraft and soldiering. A translation was published in England many years ago, but it is painfully stiff reading, and has been long out of print. General Pilcher's skilfully selected extracts, rewritten, have up-to-date reference throughout exactly to to-day's events. Clausewitz, practically on every single page, consistently argues that war is an inevitable phase of human life, a sociological necessity. In support of that view also, General Pilcher incidentally quotes Ruskin: "I have found, in brief, that all great nations learned their truth of word and strength of thought in war; that they were nourished in war and wasted in peace; taught by war and deceived by peace; trained by war and betrayed by peace; in a word, that they were born in war and expired in peace."



DURING THE GERMAN OFFENSIVE: CANADIANS RELIEVED FROM THE LINE CLEANING CLOTHES AND EQUIPMENT IN A RESERVE LINE.
Official Photograph.

General Carl von Clausewitz, to conclude on a personal note, was a Prussian, born in Prussian Saxony, near Magdeburg, in 1780. He joined the Prussian Guard as an Ensign in 1792, and first saw service in the Flanders campaign of 1793-4, attached to another corps—the campaign in which the British Army, under the Duke of York, made so very unsatisfactory a display. Clausewitz was on the Staff in the ill-fated Jena Campaign against Napoleon, and had adventures among the fugitive remnants of the Prussian Army. In 1812 he temporarily took service with the Russians against Napoleon. In 1814 he was Chief of the Staff to the Hanoverian contingent in Bernadotte's composite Army of the North co-operating with the Allies in the final campaign against Napoleon. Re-entering the Prussian Army in 1815, he was Chief of the Staff to Thielmann's corps which held Grouchy at bay at Wavre on June 18, while Waterloo was being fought. For sixteen years after that, until his death in 1831, Clausewitz held high commands in the Prussian Army, during which time he wrote his three volumes "On War."

The Pity and Tragedy of War.

It has often been declared that no one dares to write the truth about war, but in "The New Book of Martyrs," by Georges Duhamel (Heinemann), we are given the truth in scenes of horror and of realism which, by their power, circumstantiality, and unsparing descriptions, compel recognition of their truth, while inspiring a veritable panic of pity and suggesting the question whether such heartbreaking lack of reserve was necessary to inspire the sympathy which the author unquestionably evokes for his "Martyrs." M. Duhamel takes his readers to the bedsides of torn and mangled victims of the war, and lets them listen to their agony, see their gaping wounds, watch their bodily and mental anguish, and shudder at the misery which his heroic patients are enduring. If it could be hoped that the study of such devilry would hasten the end of war, service to humanity would have been done.



DURING THE GERMAN OFFENSIVE: BARBED WIRE BEING TAKEN TO OUR NEW LINE.—[*Official Photograph.*]

It is impossible to refer in detail to the amazing sufferings and tragically sad incidents which are so powerfully presented in this book, for there are passages which might well be torture to readers whose power of visualising the scenes is stronger than their nerves. "The New Book of Martyrs" is one of which it might be asked, "Cui bono?" The answer must surely be that it may prove one more step on the road to an attitude of the mind of humanity towards such martyrdoms as the author paints as to bring the race one step nearer to the end of war, in a world that retains its sanity.

Get it at

Harrods

THE usefulness of Harrods is precisely as real and as accessible to *The Illustrated London News* readers in foreign fields as to those in town; and Harrods name for Quality should encourage you to turn that usefulness to full account. It is not possible here to show or even to describe any sufficient selection of Harrods vast variety of merchandise, but if you will "take the Service of this House on trust," this House, be assured, will do its best to justify your further confidence.

Men, they say, are "bad shoppers." Very well, let them give Harrods some idea, by post, of their requirements, and whether it be a matter of apparel or of what we call "personal belongings," Harrods will interpret their requirements with discretion and fulfil them with such regard for excellence of Quality and Value as shall contribute no less to Harrods pride than to theirs.

In any event, Harrods undertake that every customer shall be satisfied.

SELL YOUR OLD JEWELLERY TO HARRODS

Harrods pay full prices, or make full allowance in exchange for new articles, for all old gold, silver, or other precious metals, diamonds, pearls, and every type of old or disused jewellery. Harrods also Value for Probate and Insurance.

HARRODS Ltd

Woodman Burbidge Managing Director

LONDON SW1.

HARRODS SILVERWARE

Attractive Gift Suggestions in Tortoiseshell and Sterling Silver

HARRODS have always on view in their great Silver Salon a choice selection of artistic and useful Silverware suitable for Gifts, Presentations, and the like.

The Silver Salon is on Harrods Ground Floor.



P.S. 5382.—Tortoiseshell and Silver Mounted Hairpin Boxes.
Length 3½ inches ... £1 16 0
,, 4 ,, ... 2 7 6
,, 4½ ,, ... 3 3 0



P.S. 5134.—Tortoiseshell and Silver Mounted Scent Bottles.
Height 4½ inches ... 32/6



P.S. 5387.—Fine Quality Tortoiseshell Table Mirror, with Sterling Silver Mounts. A Handsome Gift.
11½ by 8¼ inches ... £10 2 6



P.S. 5370.—Fine quality Tortoiseshell Photograph Frames, Silver Mounts.
8½ by 4½ inches £4 4 0
10½ by 5½ ,, ... 5 18 6
12½ by 6½ ,, ... 8 2 6



P.S. 5385.—Tortoiseshell and Sterling Silver Mounted Watch Case, with 8-day Watch.
Diameter 4½ by 4 ins., complete £4 7 6
,, 3½ by 2¾ ins. (30 hour watch), complete £2 17 0



P.S. 5384.—Tortoiseshell and Silver Mounted Smelling Salts Bottles.
Ht. 2½ ins., 31/6 Ht., 2¾ ins., 38/6
,, 3¼ ins., 44/- ,, 3½ ins., 55/-



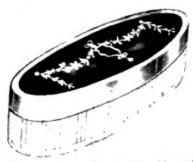
P.S. 5388.—Tortoiseshell and Silver Caskets.
2 in., £1 8 6 2½ in., £1 12 6
3 in., 2 3 6 3½ in., 2 15 6
4 in., 3 13 6 4½ in., 4 2 6
5½ in., £5 18 6

Harrods make a specialty of the appropriate mounting of trophies & mementoes from the Field of Battle.



P.S. 5380—Tortoiseshell Jewel Caskets, Silver Mounts.
3½ by 2¾ ins., £3 19 0 4½ by 3½ ins., £5 12 6
4½ by 3½ ins., 6 9 6 6 by 4 ins., 8 2 6
6½ by 4½ ins., £10 10 0

Harrods also offer a choice selection of Cups, etc., for Inter Company Sports and Competitions



P.S. 5383.—Tortoiseshell and Silver Mounted Hairpin Boxes.
Length 4½ inches £2 3 0
,, 5¼ ,, ... 2 7 6
,, 6¼ ,, ... 3 1 0





Making Sure of Baby's Health

IT is widely known that dairy milk carries germs of diseases, and so serious is the danger of infection that medical specialists repeatedly utter strong warnings. How readily young babies fall victims can well be understood.

Baby's health demands Food free from germs.

In the "Allenburys" Foods you have the requisite nourishment in a pure and portable form. You prepare the Milk Foods Nos. 1 and 2 for Baby's bottle by simply adding boiled hot water.

A PURE & COMPLETE DIETARY

The Allenburys Foods

MILK FOOD No. 1
From birth to 3 months.

MILK FOOD No. 2
From 3 to 6 months.

MALTED FOOD No. 3
From 6 months upwards.

Allen & Hanburys Ltd.
London, E.C.



F258

FOR REMOVING ALL SUPERFLUOUS HAIR

USE

DARA

THE RELIABLE HOME TREATMENT
SURE, SAFE AND PAINLESS

A CLIENT WRITES:—

Dear Madam,—I am so pleased to tell you the "Dara" Treatment was quite a success, therefore there is no need to make any appointment with you. I must confess I had no faith in the "Dara" when sending for it, which makes my gratitude to you all the more real. I must thank you very much for your wonderful remedy, and remain,

Yours gratefully,———

(Original of above, also other Testimonials, can be seen.)

Remove Superfluous Hair Comfortably in your own Home

TRADE MARK.

***Prices* 10/6 & 21/6** (The larger size contains three times the amount of the smaller)

ADAIR GANESH ESTABLISHMENT 92, NEW BOND STREET, (Oxford St. End) LONDON, W.

Telephone—GERRARD 3782 Also PARIS & NEW YORK

J. C. VICKERY

177 to 183 REGENT ST. LONDON W.

Their Majesties' Jewellers Silversmiths & Dressing Case Manufacturers

Call and see Vickery's unrivalled Collection of Novelties, or write to-day for Catalogue, sent post free.

A 2081

A Silver Fitted Dressing-Bag, for 10 Guineas.

A splendid little miniature Dressing Bag for week-ends and short visits (very easy to carry), fully fitted in Sterling Silver, as illustrated; useful fittings, very compact and convenient. Green, Blue, or Violet Leather Bag, lined Silk, only .. .. **10 Gns.**

Fitted Dressing and Suit Cases at all prices from £10 to £500.



J.C.VICKERY

IDEAL SHOES

Suitable and distinctive for present wear, are contained in

F.H&W's

well-assorted stocks.



The "Burlington." *Reg.*

No smarter goods and no better values on the Market.



The "Burlington." *Reg.*

Our own registered brands are true guarantees of Quality & Value.

To places where we have no branch, goods will be sent by post on receipt of order and remittance. Foreign remittances must include cost of postage.

FREEMAN, HARDY & WILLIS LTD.
LEICESTER. Over 470 Branches in ENGLAND.

A Becoming Crêpe-de-Chine Dress

At the Linen Hall we are displaying an interesting selection of becoming summer dresses in a variety of distinctive designs. We illustrate a typical example.



Dress in rich Crêpe-de-Chine, front and belt hand-embroidered, with square collar at back. Bodice lined silk. Stocked in several new colours, also black. Price **5½ Gns.**

Full particulars and prices of summer dresses, blouses and coats, and skirts will be sent post free on request.

Robinson & Cleaver Ltd

The Linen Hall, Regent Street, London, W. 1.

SPLENDID STOCKS OF

CRICKET TENNIS FOOTBALL HOCKEY POLO CROQUET

And all Classes of In and Out-of-Door Amusements for the Troops at Home and Abroad.

Sole West End Depot for the Famous "TATE" Tennis Racket.

ALL LEADING MAKES IN STOCK.
SPECIAL QUOTATIONS FOR REGIMENTAL ENQUIRIES.

LILLYWHITE'S

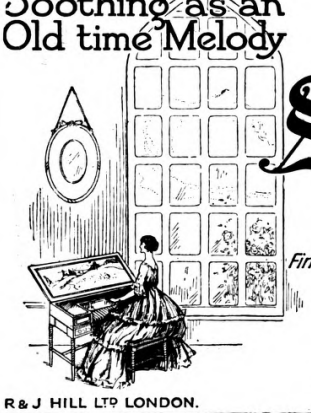
LILLYWHITE FROWDS (HAYMARKET) LTD.

SPORTS GOODS MANUFACTURERS.

62, HAYMARKET, LONDON, S.W. I.

SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET CO
18 MOORGATE STREET LONDON EC

Soothing as an Old time Melody



Spinet

The SUPER CIGARETTE

Fine Old Virginia, Cork Tipped, Oval

1/2 for 20

Also in boxes of 50 & 100

Spinet MIXTURE for the pipe
1/7 per 2 oz Packet.

R & J HILL LTD LONDON.

SIR JOHN BENNETT, LTD.,

£3 : 0 : 0 IN STRONG SILVER CASE



ACCURATE RELIABLE

The "Service" **Wrist Watch, with** luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.

£3 : 0 : 0

A large selection of other varieties from

£2 to **£6**

WATCHES, CLOCKS, & JEWELLERY of every description.

ILLUSTRATED CATALOGUE POST FREE.

SIR JOHN BENNETT, LTD.,
65, Cheapside & 105, Regent Street, London.

THE PLAYHOUSES.

"LOT 79." AT THE QUEEN'S.

BY all means let us have "farcical adventures," instead of farces, if they are going to be such good fun as Rida Johnson Young's story of "Lot 79." A hunt for buried treasure and a chart to seek it by are an old "wheeze"; so is a will with eccentric provisions; so, again is a rough-and-tumble of characters to secure a document or outbid each other for an estate. But mix these ingredients and keep the pot always on the boil, make your buried treasure only a fake representing health and exercise for a sluggish heir, throw in a little "Bunty" of a Scotch heroine to manage the crowd of treasure-seekers, and pile comic catastrophe on comic catastrophe for your adventurers, and you get—well, what the American woman-playwright has provided, something that is always effervescing and exciting and surprising, a tale that has all the virtues of improvisation, and yet has behind it the craftsmanship so very necessary if there is to be no sign of flagging fancy, no impediment to illusion. If such a yarn wants pace and audacity in the telling, it wants pace also and high spirits in the acting, and this it gets from Mr. Frank Denton, irresistibly comic, as if he were on wires, in the rôle of the fatuous-seeming heir; from Miss Hilda Trevelyan as the new style Bunty; and from Mr. Percy Hutchison as the masterful little lady's equally masterful lover. Mr. Alfred Bishop's methods are a little slower in the character of an old bookseller, whom, however, he makes very charming. The farce is preceded by a small musical piece, "Master Wayfarer," of Mr. Harold Terry's writing and Howard Carr's composing, which tells pleasantly the romance of a "Punch and Judy" showman, and affords to Mr. Hayden Coffin pleasant opportunities alike for singing and acting. A capital bill, then, all round.

"BE CAREFUL, BABY." AT THE APOLLO.

In "Be Careful, Baby"—also hailing, it would seem, from the States—we have another sort of farce, the sort in which characters get into bedrooms and beds not their own, and in which actors are expected to enter into a shouting contest. It is full of noise, and of the kind of mechanical drollery that has done duty in so many a Gallic importation. The actors are better than the material which Salisbury Field and Margaret Mayo have given them to work upon. Four performances would be counted good under any circumstances. The pantomime of Mr. Griffith Humphreys as an intoxicated Dago putting himself to bed is a striking example of what can be made of such a situation without causing the smallest offence. Only less quaint is Miss Peggy Doran's portrait of an Irish-American "lady help." In marked contrast, but no less acceptable, are Miss Margaret Bannerman's pretty presentment of a naughty young wife, and Mr. Edward Combermere's study of marital jealousy. And yet all four players seem dwarfed when they approach the personality of a newcomer, Miss Helen Raymond. She exudes vitality, fills the stage, dominates her associates—even those of them who are most vociferous. The Apollo is worth visiting just now, if only for her sake.



THE QUEEN AND PRINCESS MARY AT WINDSOR ON ST. GEORGE'S DAY: WELCOMED BY THE MAYOR IN THE MARKET PLACE.—[*Photograph by Sport and General.*]



ST. GEORGE'S DAY AT WINDSOR: PRINCESS ALICE, COUNTESS OF ATHLONE, AT HER STALL WITH GENERAL CARTERET-CAREY, AND HER LITTLE DAUGHTER, LADY MAY CAMBRIDGE.

St. George's Day was kept at Windsor on April 20. The Queen, with Princess Mary, Prince Henry, and Prince George, drove through the town and into the Market Place, to a sale of flowers and vegetables.—[*Photo. Sport and General.*]

It is good to know that on May 6 that interesting and invaluable annual, "The Royal Academy Illustrated," for 1918, will be published, and will again contain many reproductions of notable pictures in the Royal Academy of this historic year. Again, too, it is the only annual publication in which reproductions of the works of the Royal Academicians and Associates appear. It costs only 2s. 6d. net, and should be ordered early, as the demand for it, always great, is likely to be more than usual in these eventful days; and, in spite of labour and paper difficulties, it will be fully equal, if not superior, to the previous editions which have won such favour with the art-loving public. It is published by Messrs. Walter Judd, Ltd., 97, Gresham Street, Bank, E.C. 2, and can be obtained from all booksellers and bookstalls.

On appeal to the Sheffield Quarter Sessions, the conviction for alleged food-hoarding against Mr. Joseph Albert Hill and Mr. William Edward Cooper was quashed. It was stated that the food in respect of which the conviction was recorded had been purchased for the purpose of supplying dinners to the staff. Mr. Hill, who is a well-known manufacturer of shells and ordnance for the Government, did not ask for costs.



Simple and Inexpensive

SHANTUNG SUITS

Well-cut, perfectly tailored, made from rich quality heavy-weight natural silk, and daintily lined and faced with novelty silk materials.

COAT AND SKIRT, in best quality heavy-weight tailoring Shantung Silk. Coat cut on simple tailor-made lines, daintily trimmed with buttons and facings of rich quality novelty silk. Plain, well-cut, straight hanging skirt. In natural colour only.

PRICE

6½ Gns.

Note.—This Establishment is closed on Saturdays.

Debenham & Freebody.

(DEBENHAMS LIMITED)

Wigmore Street, (Cavendish Square) London W.1.

Famous for over a Century for Taste, for Quality, for Value

Naval or Military Catalogue on request.



Burberry Pilot Coat.

Made in materials specially woven and proofed to exclude rain and cold wind.

BURBERRY NAVAL KIT

ensures healthful security against exposure to bad weather.

Officers in all branches of His Majesty's Naval Forces recognise the value of Burberry Kit as an aid to the efficient performance of their duty. They know that Burberry Weatherproof prevents the severest conditions from having injurious effects on health or comfort.

Burberry Weatherproofs are in a different category from garments treated with rubber or lined with oiled-silk. The latter, by excluding fresh air, produce condensed moisture inside, which is more dangerous than the effects of rain.

Burberry Weatherproofs ventilate naturally, and are thoroughly hygienic in all temperatures.

Officers' Complete Kits in two to four days or Ready for Immediate Use

SERVICE WEATHERPROOFS.

During the War Burberrys Clean and Re-proof Officers' Naval and Military Burberry Weatherproofs

FREE OF CHARGE.

BURBERRYS Haymarket S.W. 1 LONDON

Boul. Malesherbes Paris; and Agents.



For Floor Coverings

"Ludgate Hill *for* Carpets"

TRELOAR'S

Specialists for 80 Years

Call and Inspect, or Write for Prices, Post Free.

68, 69, 70, LUDGATE HILL, LONDON, E.C. 4.

KNITTED COATS

PRACTICAL, useful and becoming, in a variety of exclusive designs.



REAL SILK KNITTED JUMPER, a very becoming and practical shape. Well made and finished. Obtainable in black, white, mauve, silver, jade, champagne, saxe, pink, cherry, string, sky, and purple.

Price—
73/6

NOTE.—This establishment is closed on Saturdays.

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W 1



Bell's THREE NUNS Tobacco

The dealer who advises you to try "Three Nuns" does you a service of which every pipe will be a grateful reminder . . . .

Testing Sample will be forwarded on application to Stephen Mitchell and Son, Branch of the Imperial Tobacco Co. (of Great Britain & Ireland), Ltd., Glasgow

"King's Head" is stronger — Both are sold at 9½d per oz

"THREE NUNS" CIGARETTES

Medium 4½d for 10 — 9d for 20

Cardboard Boxes of 50 1/9½

685

2006

Delta

ON the 8th April, the prices of men's Delta boots and shoes rose some shillings a pair.

The rise, however, is considerably modified because it carries no profit either for makers or for sellers; every additional shilling charged is for the extra cost of manufacture plus only a low interest on the extra capital needed to finance the dearer leather.

This surrender of profit is made, too, despite the fact that the shops appointed to sell Delta are receiving only rationed supplies.

On account of this shortage, it is advisable when shopping, and Delta is particularly wanted, to look for the name and the price on the soles; both are always branded there before the boots leave the factory.

Lotus Ltd. Stafford
Makers of Delta and Lotus Boots
City Telephone
London Wall 6989



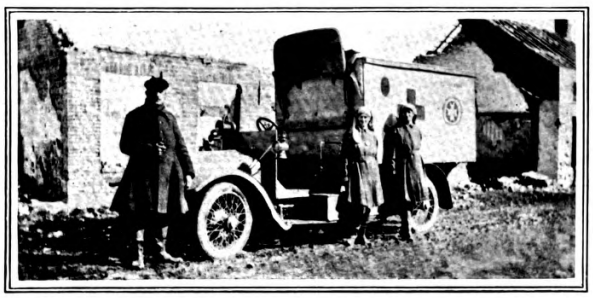
205—40/-
Agents everywhere

THE CHRONICLE OF THE CAR.

The Present Standard of Driving.

In calling attention to the prevalence of reckless driving of cars, the *Autocar* has rendered a distinct public service, and it is very much to be hoped that the authorities responsible for the control of large numbers of drivers will take its remarks to heart and proceed to some sort of action which will render the highways safer to the user. There is no doubt the standard of driving is getting steadily worse as time goes on. The outbreak of war called to the colours, particularly for work in mechanical transport units, by far the greater proportion of the skilled motor-drivers of the country—men who had learnt to understand their vehicles and to drive them with a due regard to the amenities of the road.

Abuses there were, of course. There was a proportion of comparatively unskilled drivers, and (as always) of road-hogs, who drove with scant regard to the comfort or safety of others; but, on the whole, I really do not think there was room for general complaint either on the score of want of skill or consideration. The war, unfortunately, has changed all that. In place of the skilled men we have had an influx into the ranks of motor-drivers of young lads and women who are strange to the manners and customs of the road, and who have been hurriedly trained to drive in so-called "schools" and public garages. At the end of a week or two's "course" these unskilled drivers have been turned loose on the roads to work out their own salvation; with the consequence that there is more really reckless driving done now than ever there was in the days of the agitation against the "Social Juggernaut." In the main, it is not that the drivers are wilfully in default. They do their best in most cases; but, having had no road experience either as horse-drivers or as cyclists, they come to their work handicapped by a want of necessary knowledge. Placed in charge of fast, powerful cars, they are not really capable of judging what is a safe speed and what is not; nor have they the "road-sense" which enables the skilled driver automatically to do the right thing in an emergency. Unfortunately, in the case of the drivers of many Service cars, they are often sent out to do a journey with instructions to make it with all possible speed—orders which, needless to say, place a premium on recklessness. It would be far better, from the point of view of the public safety, if it were pointed out to these relatively unskilful drivers that speed must at all times take second place to careful driving. There is another class of vehicle which is the greatest offender of all. I refer to the tradesman's delivery van, which is sometimes driven by a youth just old enough to qualify for a driving licence, or by a girl. Some of the driving of these vehicles almost makes one's hair stand on end, and why more accidents are not caused is really a mystery.

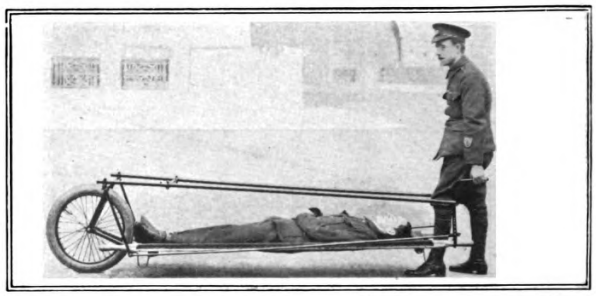


"THE WOMEN OF PERVYSE": THE BARONESS T'SERCLAES AND MISS MAIRI CHISHOLM.

These two brave ladies have maintained a concealed dressing-station since the early days of the war, using the Wolseley ambulance here shown for more than three years; and it is now sent home for the first time to be overhauled. The soldiers call the ambulance "The wonderful Wolseley," for the fine work it has done. Both ladies, we regret, have been badly gassed. The King of the Belgians has created them Knights of the Order of Leopold II. Miss Mairi Chisholm is the lady on the left.

Another Manifesto.

It seems rather a pity that the A.A. should have chosen a time for the issue of its "manifesto" when the attention of everyone is concentrated on far more important matters than the peace aims of even so powerful a body as the Association. Admirable in its tone, and completely clear as to the position the A.A. has occupied since the beginning of the war and the line it intends to take in peace, it would have commanded a great deal of attention at another time. Now I am afraid it is likely to fall somewhat flat. However, it quite possibly does not matter a great deal, since the manifesto simply enunciates a policy which will be as good to-morrow, or next year, as it is to-day. It will simply mean a re-statement of the case for the A.A. a little later on. So far as concerns the policy laid down by the A.A., there is really very little to be said which is not made amply clear by the Association's own statement. It is all so closely along the lines of policy agreed upon by every section of the motoring community that there is not likely to be any criticism. W. W.



A LABOUR-SAVING DEVICE: THE AUTOMATIC MONO-WHEEL STRETCHER-CARRIER.

Both as a time-saving and humanitarian apparatus, this invention is of value. With it, one man can do the work of two, more expeditiously and with less fatigue to the wounded. Owing to its special design, it will accommodate any type of military stretcher in use, and it is impossible for the stretcher to become detached or to fall out of the carrier. An important point is that if, from any cause, the stretcher-bearer should fall, the man being carried would only fall a few inches. It is manufactured of steel by "Axis Motors," Ltd., 9, Regent Street, S.W.

GLOBÉOL

The Ideal Tonic.

Anæmia Neurasthenia Debility
Convalescence Nervous Exhaustion Overstrain



Globéol—the good sower of perfect health.

Globéol pills are composed of the **total extract of the red corpuscles of the blood** associated with colloidal iron and manganese, to which is added a particle of quassia, the latter being included with a view to assisting the digestion of food and its consequent conversion into pure, strong, health-giving blood.

Globéol is therefore an invaluable blood-forming and nerve-strengthening tonic. It overcomes the most obstinate cases of anæmia, owing to its close affinity to the blood, while it is free from the disadvantages of the majority of ferruginous medicaments (digestive disorders, constipation, discolouration of the teeth, etc.)

The value of Globéol in nervous disorders (**Neurasthenia, Nervous Exhaustion, etc., etc.**) has been fully established and its efficacy confirmed by the eminent members of the Medical Profession abroad. Its merits are now claiming the attention of Physicians in this country, many of whom are prescribing it regularly.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

URODONAL

The World-Renowned Remedy.



To the large army of sufferers afflicted with Rheumatism, Gout, Calculosis, Migraine, Eczema, Obesity, and Acid Dyspepsia: take courage, for URODONAL dissolves uric acid as easily as warm water dissolves sugar, and eliminates it without your being aware of it. Therefore, cast aside sticks and crutches, and straighten yourselves as in the days of youth and health. URODONAL will even permit you to eat meat and other favourite dishes to your heart's content. Salicylate, colchicum, and iodides (by means of which temporary relief is procured at the cost of disastrous after-effects) are entirely superseded by URODONAL. Thanks to URODONAL, the obese regain their normal proportions, the weary take on a new lease of life, and the worn society woman gains and retains a clear and healthy complexion, through the blood-purifying properties of this preparation. URODONAL is the great discovery of the century and is a boon to all; it is the secret of perpetual youth; the means of salvation for the thousands of victims of uricæmia.

MEDICAL OPINION:

"Several authorities have demonstrated the usefulness of the valuable properties possessed by URODONAL, and the necessity for its use in combating uric acid retention is now a medical axiom. I know a colleague who, at the end of every winter, was threatened with a nervous breakdown due to overstrain and consequent poisoning of the system by non-eliminated toxins, and was therefore compelled to abandon part of his work for several weeks. Now he takes a course of URODONAL for a month or six weeks at the rate of a tablespoonful three times a day, and escapes these periodical attacks."

DR. STIEVENARD, Ex-Assistant-Physician to the Hospital, Brussels.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists or direct, post free, from the British Agent, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom can be obtained, post free, the full explanatory booklets "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Bldg, Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON and CO., 8, Clive Street, Calcutta.

Buick

YOU'LL REALISE IT THEN!

THERE will be nothing untried, untested about the Buick post-war model. It will be a car with an established reputation and with a record of successes behind it. Only after the war will you fully realise the advantage of having ordered early. When delivery time comes, when others are getting their Buicks, you will want yours too. Is it on order yet?

General Motors (Europe) Ltd.,
136, Long Acre, London, W.C. 2
Telephone No.: Gerrard 9056.



The Home Beautiful

Telegrams: "Greatly, London." — Telephone: 1829-1830 Battersea.

ARTISTIC FURNISHINGS
CURTAINS COVERS CARPETS

CRETONNES.

Book 803.—**CRETONNES,** from **1/0½** to **1/10½** per yd.

Book 804.—**CRETONNES,** from **1/11½** to **2/6** per yd.

Book 805.—**CRETONNES, TAFFETAS** and **OMBRES,** 31 ins. wide, from **2/7½** to **4/6** per yd.

Book 806.—**CRETONNES, TAFFETAS** and **OMBRES,** 50 ins. wide, from **2/9** to **9/11** per yd.

"ROSEBLOOMS" CRETONNE.



2/8½ per yd. 31 ins. wide.

The "Welbeck" Chair.



Well upholstered, covered in plain lining, with Loose Cover in "Louis" Cretonne, as illustration. **£5 5 0**

Resist Tropical Sun, **"Sunbruf"** Sea Air, and Washing.
UNFADABLE FABRICS

"SUNVEIN" COTTON, 31 ins. wide, from **1/4½** per yd.
"SUN-BRAE" TWILL, 50 ins. wide, from **3/6** per yd.
"SUN-CREAL" REP, 50 ins. wide, from **3/11** per yd.
"SUN-SHEEN" CASEMENT CLOTH. 50 ins. wide, **4/3** per yd.
"SUN-DOYLE" TAFFETA, 50 ins. wide, from **5/9** per yd.
"SUN-BRIGHT" SATIN, 50 ins. wide, from **5/6** per yd.

Every length guaranteed. Patterns post free

CASEMENTS.

CASEMENT COTTON, from **11½d.** per yd., 31 ins. wide.
DORA CASEMENT CLOTH. Fast Dye, **1/2½** per yd. 31 ins. wide.
MEDINA COTTON, 1/5½ per yd. 31 ins. wide.
CASSIA CLOTH, 1/8½ per yd. 31 ins. wide; **2/6** per yd. 50 ins. wide.
MALVA CLOTH, 1/9½ per yd. 50 ins. wide.
CINGALEE CLOTH, 2/8½ per yd. 50 ins. wide.

"ORMISTON" CRETONNE.



2/6½ per yd. 31 ins. wide.

Williamson & Cole Ltd
HIGH STREET, CLAPHAM, S.W. 4.

ROBINSON & CLEAVER'S
GENUINE
IRISH LINEN
Handkerchiefs,
Table - Linen,
House - Linen,
Shirts, Collars,
AT MAKERS PRICES

Write for samples and Price List, sent post free.

Robinson & Cleaver
LONDON — 40D, Donegall Place BELFAST — LIVERPOOL

"SANITAS"
FLUID
SPRAYED ABOUT ROOMS RAPIDLY
DESTROYS ALL DISEASE GERMS



Clean.
Fragrant.
Non-Poisonous.
Does not Stain Linen.
Oxygenates the Air

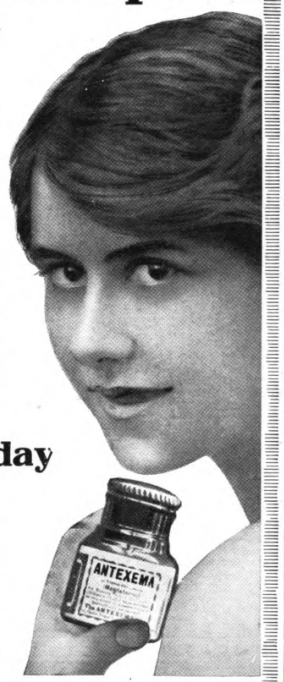
"SANITAS" NOW ENJOYS GENERAL FAVOUR AS A DISINFECTANT ODOUR

FLUIDS — POWDER — FUMIGATOR — SOAPS &c.

THE "SANITAS" Co LIMEHOUSE, LONDON, E.

No more Face Spots or Eczema

Do you suffer from facial eczema, pimples or blackheads? Are you troubled by a bad leg, bad hands, or irritating rash? If so, please remember your suffering is entirely unnecessary. Antexema will clear away your skin ailment like magic, if you will let it. The first touch cools and soothes the inflamed surface, and all itching stops instantly. Your skin trouble immediately begins to go away, new skin commences to grow, every day your skin looks healthier, and soon becomes clear, healthy, and spotless. To prove this, get a bottle of Antexema to-day. Use it once and you will be convinced of its extraordinary virtues. Just as surely as yours is a skin trouble, just as certainly will Antexema cure it.



Get Antexema to-day

Antexema is a cool, creamy liquid, not a greasy, messy ointment, and every bottle is prepared in our own laboratory with scrupulous care and accuracy from the prescription of a physician who discovered the formula. The only certain way of permanently getting rid of skin illness is to use Antexema. Get Antexema, and away goes your skin trouble. Get anything else, and it will continue to plague you.

Do your duty to your skin and get Antexema to-day. Supplied by all chemists and stores everywhere. Also of Boots' Cash Chemists, Army and Navy, Civil Service Stores, Harrods', Selfridge's, Whiteley's, Parkes', Taylor's Drug Co., Timothy White's, and Lewis and Burrows', at 1s. 3d. and 3s., or post free 1s. 6d. and 3s., from Antexema, Castle Laboratory, London, N.W.1. Also throughout India, Australasia, Canada, Africa and Europe.

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.

LLOYD'S EUXESIS
IN TUBES, 1s. 6d. & 3s. each
THE ORIGINAL
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP WATER OR BRUSH.
Put a Tube in your Kit Bag
The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK
We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory
From all Chemists, Hairdressers, &c.
Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.



BEWARE OF Umbrellas made on Foreign Frames
THE VITAL POINT in an UMBRELLA is THE FRAMEWORK
INSIST ON HAVING
FOX'S FRAMES
for
UMBRELLAS & SUNSHADES
ENTIRELY BRITISH MADE.
LOOK FOR THESE MARKS
S. FOX & Co LIMITED
PARAGON
ON THE FRAME.



Purchase BRITISH Goods and Refuse all Substitutes

CHESS.

C H CHAPMAN (Glasgow).—We have no space at our disposal to answer your questions in detail. An elementary work on the game will do that for you in a few minutes.

J C GARDNER (Toronto).—Your problems shall have early examination.

A NEWMAN (Dover).—The position is ugly, and the play does not compensate for such a defect. The draughts problem is of no service to us.

A M SPARKE and F WALKER.—Problems to hand, with thanks.

SOLUTION OF PROBLEM No. 3782.—BY T. KING-PARKS.

WHITE	BLACK
1. Q to K 2nd	K to Q 3rd
2. Q to Q 3rd (ch)	K to B 3rd
3. Q mates.	

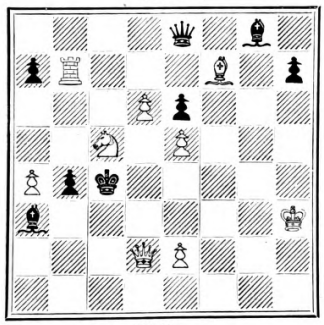
If Black play 1. K takes P, 2. B to Q 4th (ch); if 1. P to Kt 5th, 2. B to B 5th (ch); if 1. P to B 4th, 2. K takes B (ch); and if 1. Any other, then 2. B to Q 4th (ch), etc.

CORRECT SOLUTIONS OF PROBLEMS Nos. 3776 and 3778 received from J C Gardner (Toronto); of No. 3781 from J Verrall (Rodmell), J D Williams (Wood Green), A D Gregory (Gailes), and J S Finlay; of No. 3780 from S Androussos (Athens) and C W Moore; of No. 3782 from G Buchanan, J C Gemmell (Campbeltown), S Holman, R J Lonsdale (New Brighton), J D Williams, Rev. G Street (Lewes), C A P, Captain Challice (Great Yarmouth), Jacob Verrall, and Marco Sal m.

CORRECT SOLUTIONS OF PROBLEM No. 3779 received from R F Morris (Sherbrook, Canada), J B Woolthorpe (Vancouver, Canada), G Still ngfleet Johnson (Seaforth), J Fowler, M E Onslow (Bournemouth), J S Forbes (Brighton), F Drakeford (Brampton), H Grasett Baldwin (Farnham), A H H (Bath), H S Brandreth (Weybridge), E A French (Lyming on), J Christie (Birmingham), F Smart, A W Hamilton-Gell (Exeter), J R Words (Barnes), J C Stackhouse (Torquay), E S G Driver, and G F Saunders (Eastbourne).

PROBLEM No. 3784.—BY J. W. ABBOTT.

BLACK.



WHITE.

White to play, and mate in three moves.

CHESS AT SEA.

Game played on one of H.M. Ships.

(Two Knights Defence.)

WHITE	BLACK	WHITE	BLACK
1. P to K 4th	P to K 4th	10. Q takes Kt P	Kt takes B
2. Kt to K B 3rd	Kt to Q B 3rd		
3. B to B 4th	Kt to K B 3rd		
4. Kt to Kt 5th	P to Q 4th		
5. P takes P	Kt to Q R 4th		
6. B to Kt 5 (ch)	P to B 3rd		
7. P takes P	Kt takes P		
8. Q to B 3rd	B to Q 2nd		
9. Kt to Q B 3rd	Kt to Q 5th		

Too hasty. B to K 2nd, with a view to Castling, would be quite safe.

Now having embarked on a course of adventure, Black hesitates, and is lost. Kt takes P (ch), K to Q sq; Kt takes R, Kt to Q 5th, R to B sq, Black saves his piece, and should win.

11. Kt takes Kt Q R to Kt sq
12. Kt to B 7 (ch) K to K 2nd
13. Q takes R P Q to B sq
14. Q to B 5th (ch) K to Q sq
15. Kt takes B P (mate).

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND. Twelve Months (including Christmas Number), £2 4s. 8d. Six Months, £1 1s. 8d.; or including Christmas Number, £1 3s. 9d. Three Months, 10s. 10d.; or including Christmas Number, 12s. 2d.

CANADA. Twelve Months (including Christmas Number), £2 6s. 10d. Six Months, £1 2s. 9d.; or including Christmas Number, £1 4s. 1d. Three Months, 11s. 5d.; or including Christmas Number, 12s. 9d.

ELSEWHERE ABROAD. Twelve Months (including Christmas Number), £2 11s. 3d. Six Months, £1 5s. 0d.; or including Christmas Number, £1 6s. 3d. Three Months, 12s. 6d.; or including Christmas Number, 13s. 10d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The Union of London and Smiths Bank, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2.

Austin Points about CARS

No. 6.—Petrol Consumption.

ECONOMY is the order of the day, and it should be specially aimed at in the case of the all-important item of petrol. "Substitutes may come and go, but petrol goes on for ever," in the sense that many consider that no substitute approaches it in suitability for motor-car use. This being the case, the present resources must be husbanded to the fullest extent; we can safely claim for the "Austin" that it has done and will continue to do its part in assisting in the necessary retrenchment.

May we not add your name to our Priority List?

THE AUSTIN MOTOR Co., LD.
WORKS — Northfield, BIRMINGHAM.
LONDON, MANCHESTER, NORWICH & PARIS.



For every boot and every shoe there is a Paton Lace. And by purchasing

PATON'S BOOT & SHOE LACES

you guard against the annoyance of continually breaking laces. Paton's Laces are quality laces, made of hundreds of mercerised threads so as to give long service. They never become shabby as the dyes are fast—so are the tags.

ALL BRITISH.

Boot Laces for Ladies and Gentlemen..3d. & 4d per pair.
Shoe Laces (flat or tubular) do. .. 4d. ..
Leather Laces do. ..6d. & 9d. ..

Your own boot dealer can supply you if you insist upon Paton's.

WM. PATON, LTD., Johnstone, SCOTLAND.

P1

SERIOUS SHORTAGE OF MOTOR DRIVERS
FOR WORK OF
URGENT NATIONAL IMPORTANCE.
500 LADIES WANTED
17 to 45,
TO LEARN IN THE SHORTEST POSSIBLE TIME.
Call or send post-card for full particulars.
THE BRITISH SCHOOL OF MOTORING, LTD.,
Coventry House, Coventry St., Piccadilly, W.
(Opposite Prince of Wales' Theatre.)

RELIEF FOR ALL.
BROWN'S BRONCHIAL TROCHES.
Why not try these TROCHES for your fidgety cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

MAZDA
DRAWN WIRE
BRITISH MADE IN RUGBY ENGLAND
ELECTRIC LAMPS
will save you a lot of money, while giving you a lot of light
All Dealers sell them
MAZDA

MILLIONS OF PEOPLE
FLORILINE FOR THE TEETH.
have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.
Also put up in Powder form.
Absolutely BRITISH.
Why not give it a trial?

HIMROD'S ASTHMA CURE
"It Worked Like a Charm"
writes a clergyman who had suffered from Asthmatic affection for fifty years.
At all chemists 4/3 a tin.

SEEGEROL
FOR GREY OR FADED HAIR
"You simply comb it thro'"

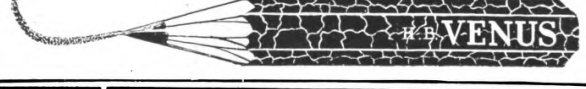


Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, 2/6 the flask. Of all Chemists, Stores or Hairdressers, or direct from—
SEEGEROL LABORATORIES,
1, Tabernacle St., London, E.C.

CONC SOUPS
While so many articles of food have risen in price, Gong Soups are still sold at the original price of 2d. per packet, each making three portions of delicious nourishing soup.



VENUS PENCILS
For Every Pencil Purpose.
Artists and Draughtsmen were the *first* users of "Venus Pencils." They were quick to adopt the use of these wide-range, carefully graded pencils. Now *everybody* uses "Venus Pencils," for there is a "Venus Pencil" for every pencil purpose.
17 Grades—6 B (Softest) to 9 H (Hardest); Also 3 Styles Copying.
Of all Stationers, Stores, &c., throughout the world.
"VENUS," 173-5, Lower Clapton Road, E. 5.



C. Brandauer & Co.'s Ltd.
CIRCULAR POINTED PENS.
SEVEN PRIZE MEDALS



These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 7 stamps to the Works, BIRMINGHAM.
Attention is also drawn to their Patent Anti-Blotting Series.
London Warehouse: 124, NEWGATE STREET, E.C.



'TRIPLEX'
The only Safety Glass for Goggles; Windscreens; Showcases; Observation Panels for Aircraft; Portholes for Shipping, etc.





SAFETY GLASS
Send for interesting Catalogue to the Sole Manufacturers:—
THE TRIPLEX SAFETY GLASS CO., LTD.,
1, Albemarle Street, Piccadilly, London, W. 1.



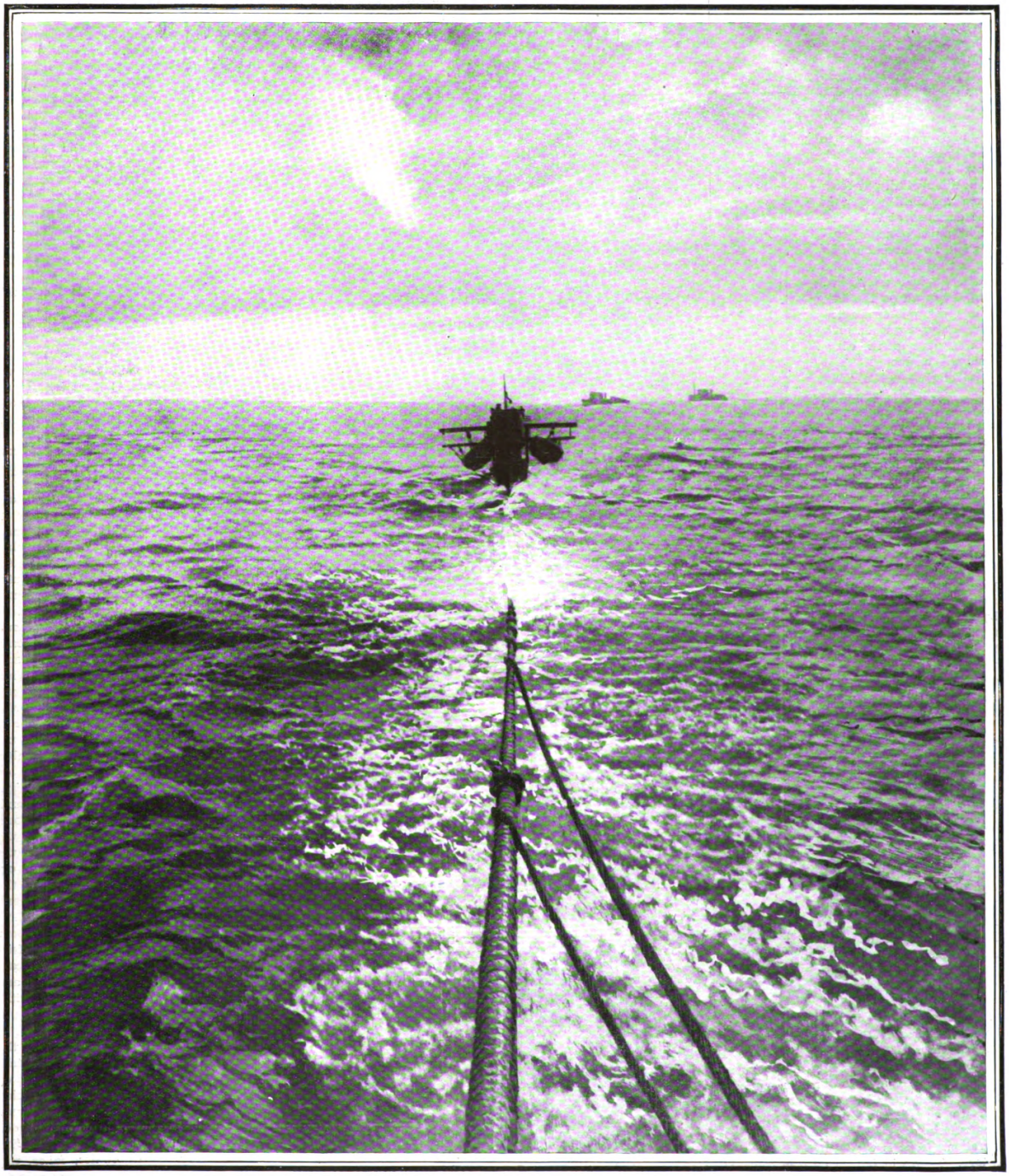
LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C. 2.—SATURDAY, APRIL 27, 1918.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4124.—VOL. CLII. SATURDAY, MAY 4, 1918. ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE CRAFT THAT BREACHED ZEEBRUGGE MOLE: THE SUBMARINE BEING TOWED BY A DESTROYER—A DINGHY SLUNG EACH SIDE OF HER.

During the Zeebrugge attack, an old submarine, commanded by Lieut. R. D. Sandford, R.N., and loaded with explosives, was run in to the piles at the shore end of the Mole, which consists of a jetty, and was "touched off." Her crew got away in a boat. A big breach was blown in the jetty. In the photograph the submarine is shown as seen from the stern of the destroyer which towed her to Zeebrugge. The tow-rope and its tackle are seen descending into the destroyer's wake. As the photograph shows, spars were outrigged to carry dinghies. "Officers describe the explosion," says the official account, "as a huge roaring spurt of flame that tore the jetty in half and left a gap of 100 feet."

PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.

THE ST. GEORGE'S DAY RAIDS.

BY ARCHIBALD HURD.

ST. GEORGE'S DAY will be associated in men's minds in after-years with the heroic attacks on the ports of Zeebrugge and Ostend, when the fighting instinct of the Navy once more found expression in fierce offensive action, and a record of fine resource, steady nerve, splendid gallantry, and dogged resistance was created. The restraint which marks our judgment on contemporary events is a fine element in our national character, but there is no reason why we should withhold the full meed of praise which these exploits, marked by generous heroism, merit; or hide the reflected glory these men's indomitable courage casts on the race.

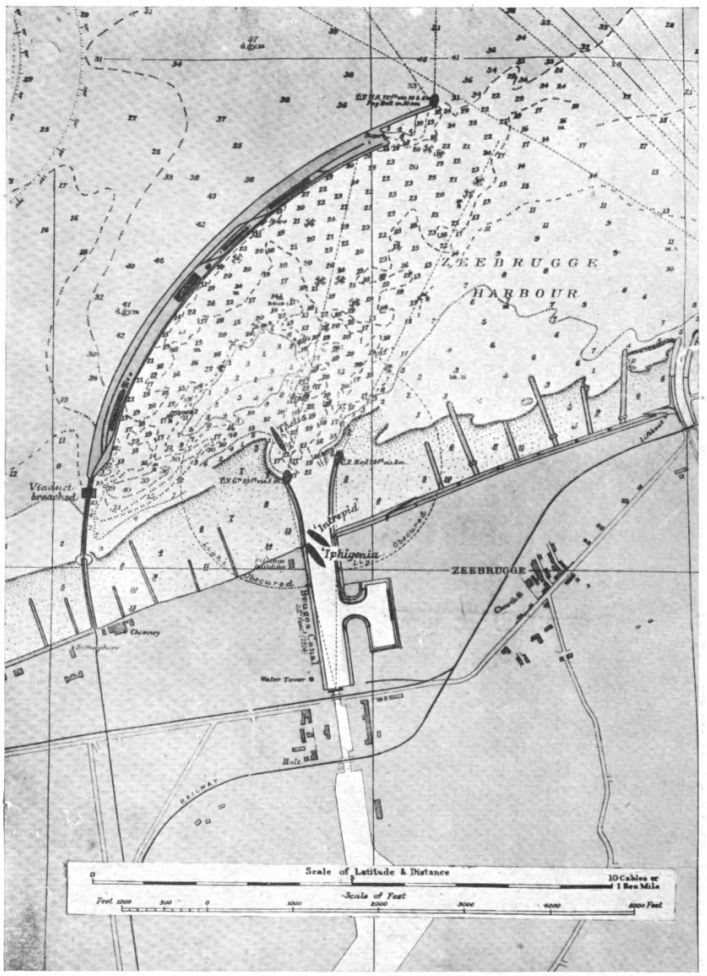
It is no disloyalty to the great sailors of the past to record that the expedition which put forth from the British coast in the darkness of the April night, a pall of smoke concealing its intentions, to impeach the enemy in the bases he had established and developed on the Belgian coast, was confronted with embarrassments, difficulties, and perils of a unique character. The Elizabethans—Drake, Hawkins, Frobisher, and the rest—were strangers to such a situation; the seamen of the Nelsonian era knew no such dangers as faced Admiral Keyes' strangely assorted fleet.

The Germans had applied to this length of Belgian coastline, and to the two harbours which pierce it, the intensive system of defence adopted by them on their own littoral before the outbreak of war. Guns of large size and small, searchlights, mine-fields, mosquito craft, and aeroplanes had all been pressed into their service in order to render Ostend and Zeebrugge impregnable. Nevertheless, there is overwhelming evidence that the latter port, at any rate, has been sealed for the time being, two block-ships (old cruisers filled with concrete) having been sunk at the point where the narrow canal debouches into the harbour. At least one of Germany's advanced sea bases has thus been rendered useless for many weeks to come.

It is no secret that, from the moment the Germans settled on the Belgian coast, it was the ambition of British seamen to turn them out of positions from which they were able to threaten our communications across the Channel. But such an operation, to be fully effective—that is, to drive the enemy out—depended upon military co-operation. That is the unequivocable teaching of history. Time will furnish its own explanation of the various phases which this matter assumed as the war progressed. But this at least may be put on record—there was no failure on the part of the Navy to realise the importance of the project. And then at last, as events have revealed, it was determined that, in the absence of troops, naval forces unsupported should be employed in an effort to seal the two ports.

This decision was in itself an indication of the keen fighting edge of the sea service. It was prepared to go in and attempt an operation which had never before been carried out with success. The incident recalls Lieutenant Hobson's heroic action in the harbour at Santiago, when he ran the *Merrimac* into the channel, sank her, and then with his seven companions fell as prisoner into the hands of the Spaniards. The attempt failed, as was revealed by the fact that, less than a month later, when the pressure of the American army on shore forced Cervera's squadron to sea, it issued forth without mishap, afterwards to meet with overwhelming defeat.

During the Russo-Japanese War, the Japanese attempted on three successive occasions to block up the harbour of Port Arthur. Resource and courage were not wanting, but a full measure of success was denied.



WHERE THE BLOCK-SHIPS WERE SUNK AND THE VIADUCT WAS BREACHED: ZEEBRUGGE HARBOUR AND MOLE; WITH THE POSITIONS OF THE SUNKEN "IPHIGENIA," "INTREPID," AND "THETIS," AND THE HOLE IN THE VIADUCT.

Of the block-ships, "Thetis" came first, to show the road to "Intrepid" and "Iphigenia." She fouled a propeller on the net defence of the shore side of the Mole. In practically a sinking condition some hundreds of yards from the mouth of the canal, she signalled invaluable directions to the others. There she was blown up and sank. Her position and the positions of the sunken "Intrepid" and "Iphigenia" are shown on the chart.

The venture was, perhaps, the most desperate of its kind which the British Fleet has ever undertaken in its long history. Zeebrugge was protected by the darkness of night, numerous shoals, and swift currents. The enemy had developed a defensive system with Teutonic thoroughness.

The long breakwater, which the Belgians had intended to use as a landing-place for peaceful passengers coming by sea, had been converted into an advanced sentinel over the fortunes of the port. In the circumstances, perhaps, no sailors in the world would have dared to contemplate the possibility of a successful attack. Though many details are still missing—for in war a measure of secrecy must be observed—it is already apparent that the project in its final form was the result of many months of careful preparation, during which every possibility was explored with meticulous attention, so that no mischance might ruin the scheme.

Only one element was certain: the valour of the volunteers in the block-ships and the submarines filled with high explosives, and of the men on board the old cruiser *Vindictive*, who, by way of diversion, were to storm and demolish the works on the Mole. Wind, tide, sea, and atmosphere had to be exactly right. According to the reputed statement of a captured Marine officer, quoted in a Berlin telegram, "a surprise attack had already four times been prepared and started"; but Vice-Admiral Roger Keyes (now a Knight of the Order of the Bath) was not to be denied. At last the conditions were favourable, and as the clocks on shore tolled the midnight hour the desperate hand-to-hand fight on the breakwater began; one of the submarines ran under the wooden viaduct and exploded, disconnecting the Mole from the shore; and two of the three block-ships passed across the harbour and were sunk in the fairway which for three years German destroyers and submarines had used without let or hindrance.

Though, owing to a shifting of the wind at the critical moment, Ostend has not been completely blocked, Zeebrugge is for the time being "out of commission." But it is well to stress the point that this nest of the pirates has not been destroyed. The Navy has done all that it attempted to do, or could do. Where the Americans and the Japanese, opposed by less difficulties, failed, the British expedition succeeded; for many weeks to come the Germans will have at their disposal only the port of Ostend as a base of operations. They have suffered heavy losses, material and moral. They will have to readjust their forces.

HEROES OF THE NAVAL RAID: MEN WHO LED AT ZEEBRUGGE.

PHOTOGRAPHS BY RUSSELL, LAFAYETTE, SPORT AND GENERAL, C.N., SWAINE, G.P.U., AND HEATH.



COMMANDER R. S. SNEYD.
Commander Sneyd was in command of H.M.S. "Thetis" in the attack on Zeebrugge. The official account says: "She signalled invaluable directions."



THE LATE CAPT. H. C. HALAHAN.
Captain Halahan, in command of the bluejackets who landed from "Vindictive," was killed by machine-gun fire before the word was given.



LIEUT. R. BOURKE
Lieut. Bourke commanded one of the motor-launches at Ostend which were used to take off the crews of the block-ships.



LIEUT. STUART BONHAM-CARTER.
Lieut. Bonham-Carter commanded the block-ship "Intrepid" at Zeebrugge, and succeeded in sinking her at the mouth of the canal.



LIEUT. R. D. SANDFORD.
Lieut. Sandford commanded the submarine which was successfully blown up under the viaduct at the shore-end of Zeebrugge Mole.



WING-COMMANDER FRANK A. BROCK, R.A.F.
Wing-Commander Brock, believed to have been killed on Zeebrugge Mole, developed the artificial fog-screen, without which, Admiral Keyes said, the raid could not have been attempted.



COMMANDER HAMILTON BENN, M.P.
Commander Hamilton Benn, R.N.V.R., D.S.O., M.P., was in command of the motor-launches at Ostend. He has represented Greenwich, as a Unionist, since 1910.



VICE-ADMIRAL SIR ROGER KEYES.
Vice-Admiral Keyes, in the destroyer "Warwick," was in general command of the raid on Zeebrugge and Ostend. He has since been made a Knight Commander of the Bath for his distinguished services.



CAPT. A. F. B. CARPENTER; WITH "VINDICTIVE'S" CAT.
Captain Carpenter commanded "Vindictive," which landed stormers on Zeebrugge Mole. He handled his ship with the utmost skill and courage.

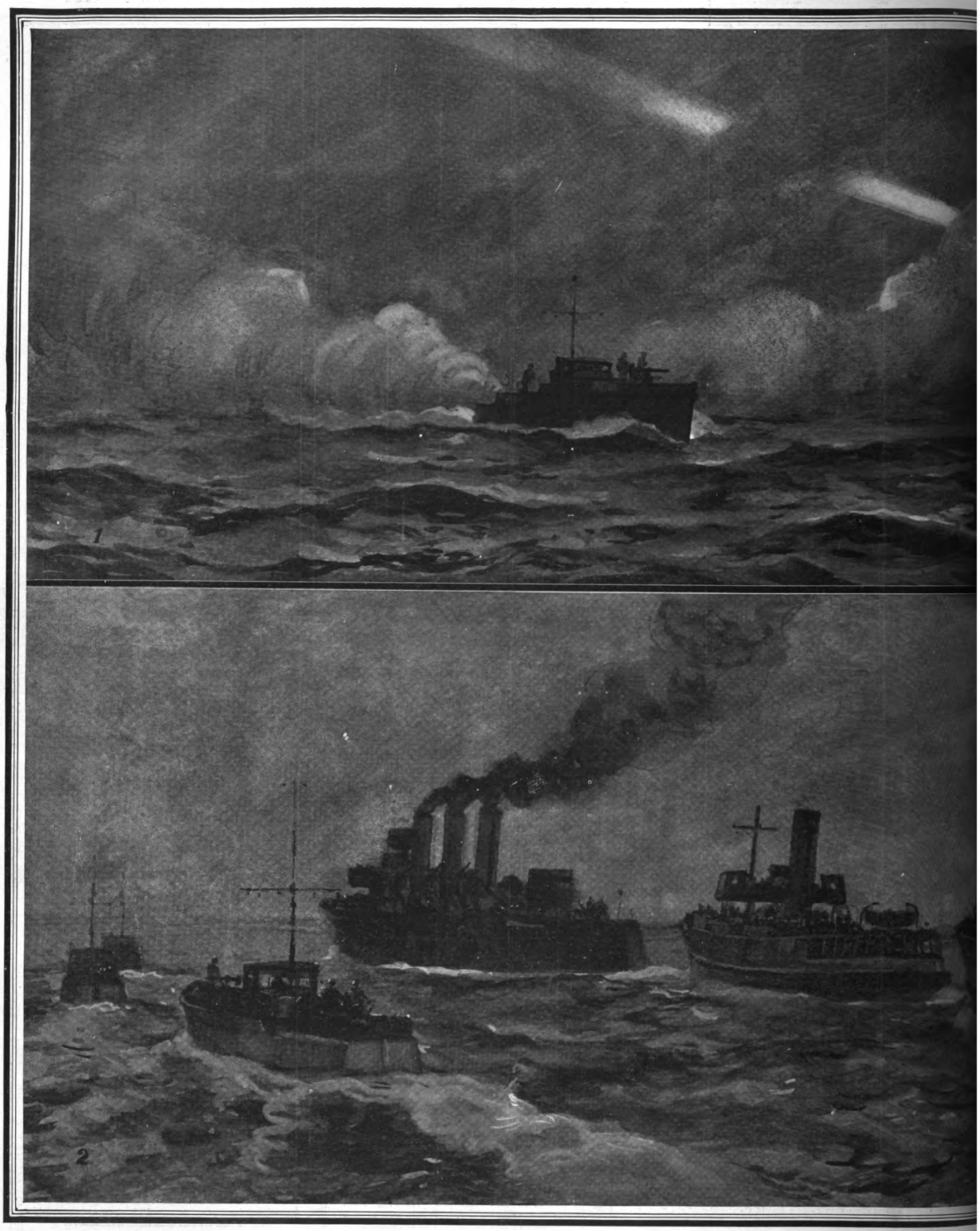


ADMIRAL SIR R. Y. TYRWHITT.
Admiral Tyrwhitt was in command of the light covering forces employed during the raid. During the war he has taken a leading part in several Naval engagements, and has shown brilliant qualities as a commander.

The above officers, with a number of others, were mentioned in the official narrative of the Naval raid on Zeebrugge and Ostend on St. George's Day, as having taken a prominent part in the operations. Some of them, unfortunately, lost their lives. Thus Capt. H. C. Halahan, who was on board the cruiser "Vindictive" in command of the landing-party of bluejackets, was killed by machine-gun fire before the word of assault was given. By his own wish he was buried at sea. He had taken part in several previous attacks on the Belgian coast. At the time of writing there is still some doubt as to the fate of Commander Frank A. Brock, who was specially mentioned as the deviser of the artificial fog-screen used on this occasion. He was with the storming party on Zeebrugge Mole, and was seen fighting valiantly. His father is Mr. Arthur Brock, of the well-known firm of firework-makers. Since the action, Admiral Keyes has been made a K.C.B., and Captain Carpenter, of H.M.S. "Vindictive," has been promoted.

ARTIFICIAL DARKNESS AND LIGHT AT ZEEBRUGGE: FO

DRAWN FROM M

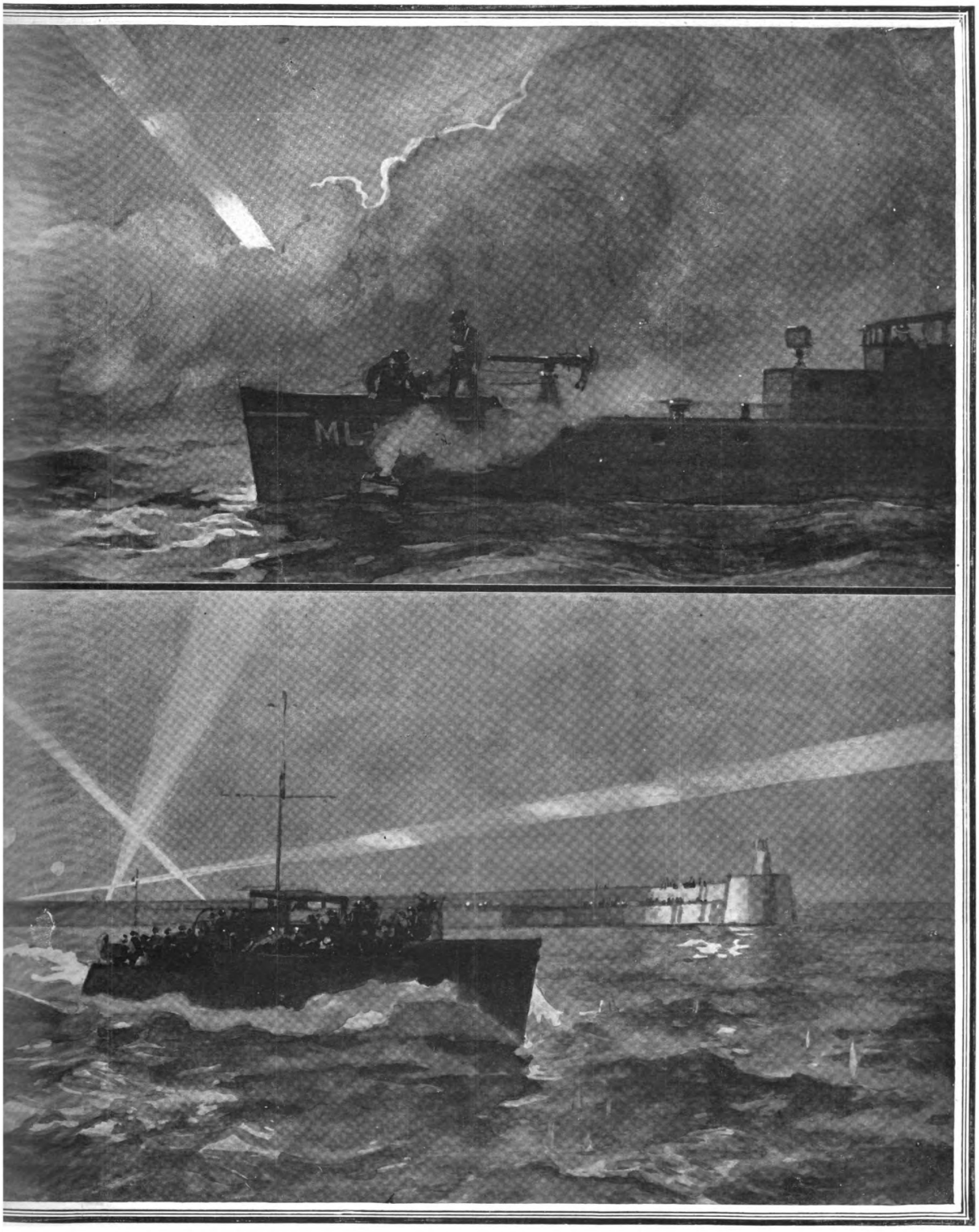


THE BEGINNING AND END OF THE ZEEBRUGGE RAID: (1) MOTOR-BOATS CREATING ARTIFICIAL F
MOTOR-BOATS, DISCOVERED BY A GERMAN STAR-SHELL; (3) A MOTOR-BOAT—THE L

"At some fifteen miles off Zeebrugge," said the official story of the raid, "the ships took up their formation for the attack. 'Vindictive,' which had been towing 'Iris' and 'Daffodil,' cast them off to follow under their own steam. . . . Ahead of her rolled a smoke-screen, her cloak of invisibility wrapped about her by small craft. This was a device of Wing-Commander Brock, R.N.A.S., 'without which,' acknowledges the Admiral in command, 'the operation could not have been conducted.' It was not till 'Vindictive' was close upon the Mole that the wind came away from the south-west, sweeping back the smoke and laying her bare to eyes that looked seaward. A star-shell soared aloft, then a score of them. The wavering beams of searchlights swung round. Guns and machine-guns along the Mole and batteries ashore woke to life, and it was in a gale of shelling that 'Vindictive' laid her

REENS AND STAR-SHELLS; AND THE LAST BOAT TO LEAVE.

BY AN EYE-WITNESS.

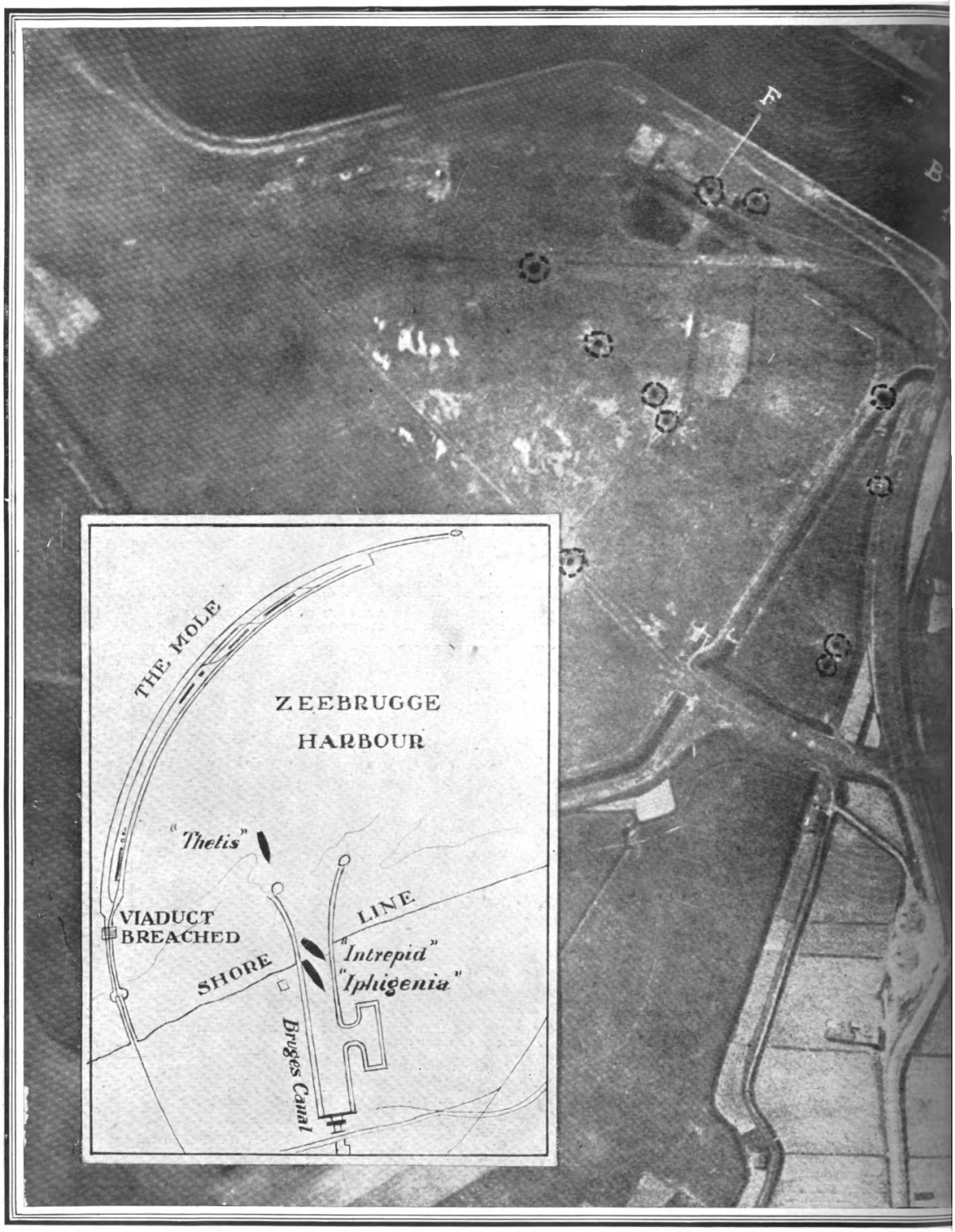


'VINDICTIVE" TOWING "IRIS" AND "DAFFODIL" TOWARDS THE MOLE, AND ESCORTED BY LEAVE—BRINGING AWAY THE CREWS OF THE BLOCK-SHIPS UNDER HEAVY FIRE.

against the 30-ft. high concrete side of the Mole." Then followed the stirring events which we illustrate on other pages. Two of the block-ships, "Intrepid" and "Iphigenia," successfully sunk in the canal mouth, and the official narrative continues: "A motor-launch under Lieut. P. T. Deane, R.N.V.R., had followed them in to bring away the crews, waited farther up the canal towards the mouth, against the western bank. . . . The motor-launch cleared the canal and came forth to the incessant geysers thrown up by the ." Finally: "The motor-launch from the canal cleared the end of the Mole. . . . While 'Warwick' took them on board, they saw 'Vindictive,' towed loose from the Mole by fodil,' turn and make for home."—*[Drawings Copyrighted in the United States and Canada.]*

THE BLOCKING OF ZEEBRUGGE CANAL: THE POSITION

AFTER A BRITISH O

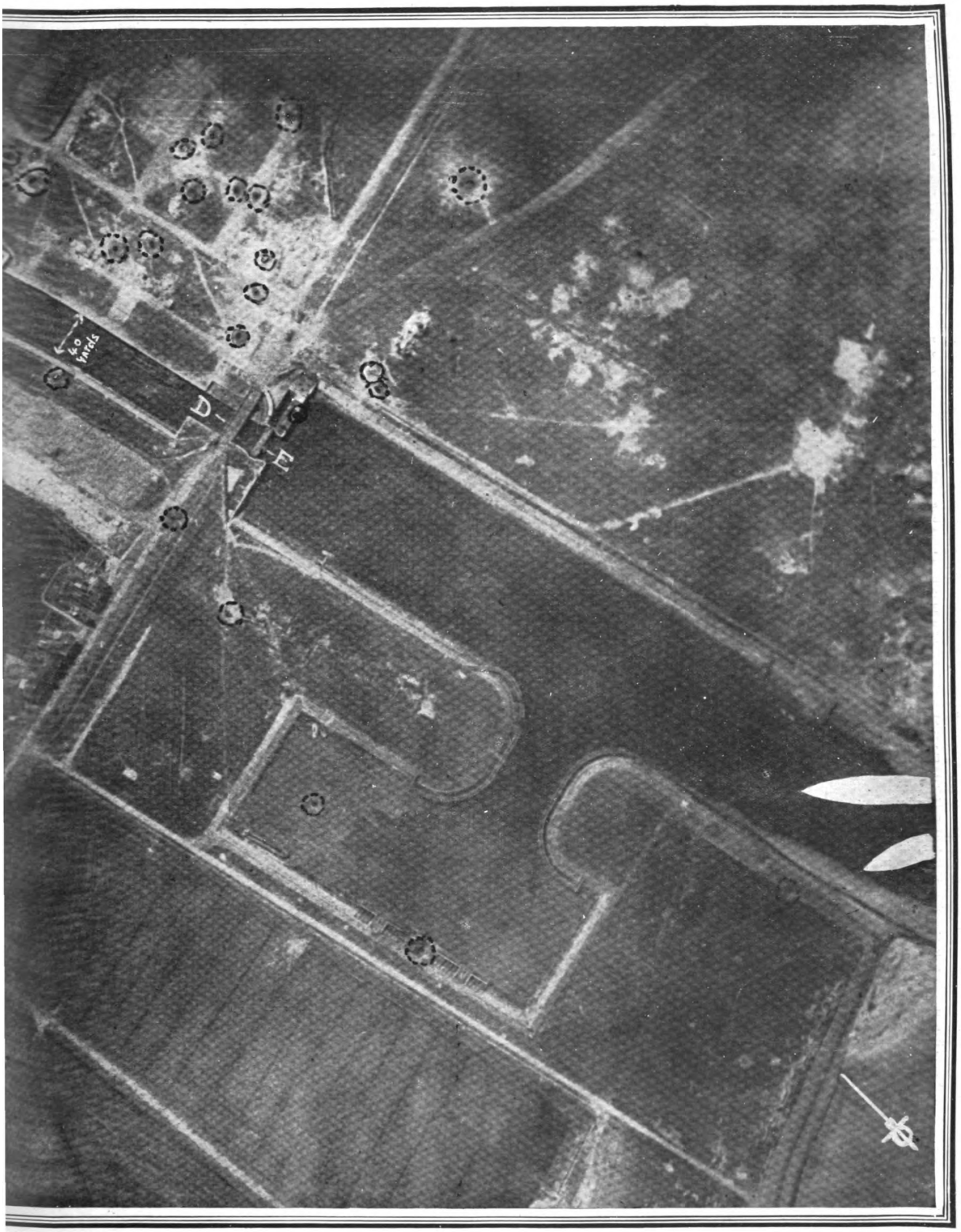


"IT IS PROBABLE THAT . . . THE CANAL IS EFFECTIVELY BLOCKED": A PHOTOGR

The photograph was taken last year, and appeared in our issue of June 30, 1917. We have added to it (mar ed in white, near the right-hand lower corner) the position of the tw block-ships, "Iphigenia" (the upper one) and "Intrepid," sunk at the canal entrance during the recent Naval raid. Only part of the block-ships is seen, as the photograph does not extend fa enough to take in the whole of their present position. The small inset diagram (as well as a chart reproduced on another page) will enable readers to identify the locality shown in th photograph, in relation to the position of the Mole and the spot where the third block-ship, "Thetis," was sunk, and that where the submarine was blown up. The Admiralty account of th raid said: "According to latest reports from air observation, the two old ships, with their holds full of concrete, are lying across the canal in a V-position, and it is probable that the wor

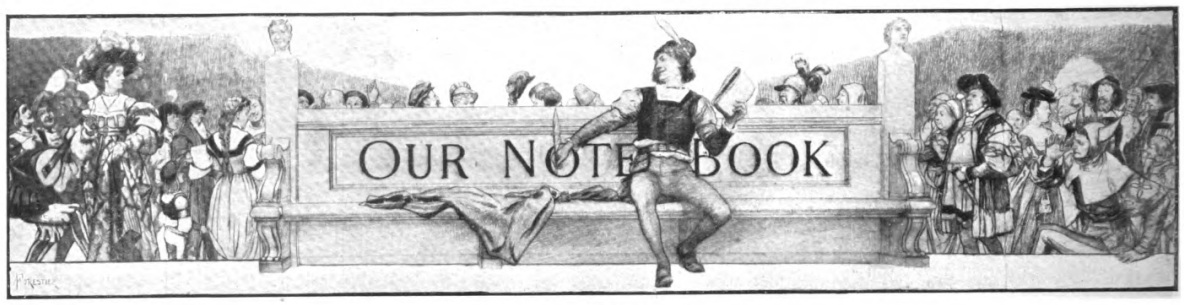
E SUNK SHIPS MARKED ON AN AIR PHOTOGRAPH.

IR PHOTOGRAPH.



ZEEBRUGGE FROM THE AIR: WITH AN INSET DIAGRAM OF THE HARBOUR.

set out to do has been accomplished and that the canal is effectively blocked." The 1910 edition of Baedeker's "Belgium and Holland" says: "Zee-Brugge is the new sea-port of Bruges, large Outer Harbour communicates with a smaller inner basin at the beginning of the new Canal Maritime. This canal, which is 230 ft. wide and 26 ft. deep, allows sea-going vessels to h Bruges, where another harbour has been made. The canal and harbour were designed by Coiseau and Cousin of Bruges and constructed in 1895-1907 at a cost of nearly 42 million cs. The crescent-shaped Mole, protecting the outer harbour from the N.W. wind, is 1¼ miles long. It is mainly constructed of blocks of concrete and is provided with elevators, warehouses, railway tracks." The letters indicate: AE—Caissons of lock; B—Spare caisson; DC—Bridge; F—Storehouse damaged (by bomb). The dotted circles indicate where bombs fell.



By G. K. CHESTERTON.

IT is a platitude—that is, a plain truth—that an enemy's fault-finding is far less dangerous than his flattery. It is most dangerous of all when it is of the sort which some have called the sincerest form of flattery. And it will be found that imitation has been, first and last, the sincerest form of German culture. There has been in later times a vast parade of Germanism in theory; but the dogged, detailed, and industrious copying of non-German things has been the true German power in practice. In method, apart from motive, the other name of Prussianism has been plagiarism. It was so in the eighteenth century, when the Hohenzollerns made a marvellous working model of the Army of France. It is so in the twentieth century, when they have made another working model of the Navy of Britain. Nor is it mere irony to call the imitation sincere flattery, for the flattery really is sincere. We find it at the earlier date in Frederick the Great's admiration for Voltaire. We find it at the later date in the Kaiser's admiration for Kipling. In such cases the appreciation is probably quite genuine; but it can generally be inferred that it is not the best thing that is appreciated. It would not be the best part, even of these particular things, that would appeal to the Prussian; still less the things that are better than they. He could hardly be expected to understand those deeper elements, for instance, in which Rabelais is more French than Voltaire, or in which Dickens is more English than Kipling. But everything which has sincerity has strength, and the laborious and literal imitative instinct in Germany is both strong and dangerous. As the mediæval mystics said that the devil was the ape of God, so there is a sense in which the North German is the ape of Christendom. But an ape may be stronger than a man; and an ape has other habits besides mimicry.

There is a great peril at present in the Germans' admiration for England. It should be more properly called, indeed, the German admiration for the British Empire. For that difference exactly defines its limitation, even in defining its exaggeration. Of England itself, of the national soil and soul, of the special note of English laughter, of the special colour of English landscape, of the rooted English virtues, and even of the real English vices, the North German can make neither head nor tail. Least of all can any critics in Germany catch the far and faint tune of that English carelessness which is the antithesis of German care. No Teutonic professor could write a reliable note on that refrain that rounds off so many old English songs, which occurs, for instance, at the end of the lines beginning "Oliver Cromwell lay buried and dead," where the only popular rhyme, I think, commemorating the great cavalry commander of the Puritan age dismisses him with the words—

The saddle and bridle are laid on the shelf:
If you want any more you must sing it yourself.

For the German cavalier the saddle and bridle are never laid on the shelf; and the German singer will continue to sing indefinitely without assistance.



THE MILITARY FUNERAL OF THE CELEBRATED GERMAN AIRMAN, CAPTAIN BARON VON RICHTHOFEN: ON THE WAY TO THE CEMETERY.



THE MILITARY FUNERAL OF THE CELEBRATED GERMAN AIRMAN, CAPTAIN BARON VON RICHTHOFEN: THE BODY BEING BORNE TO THE GRAVE.

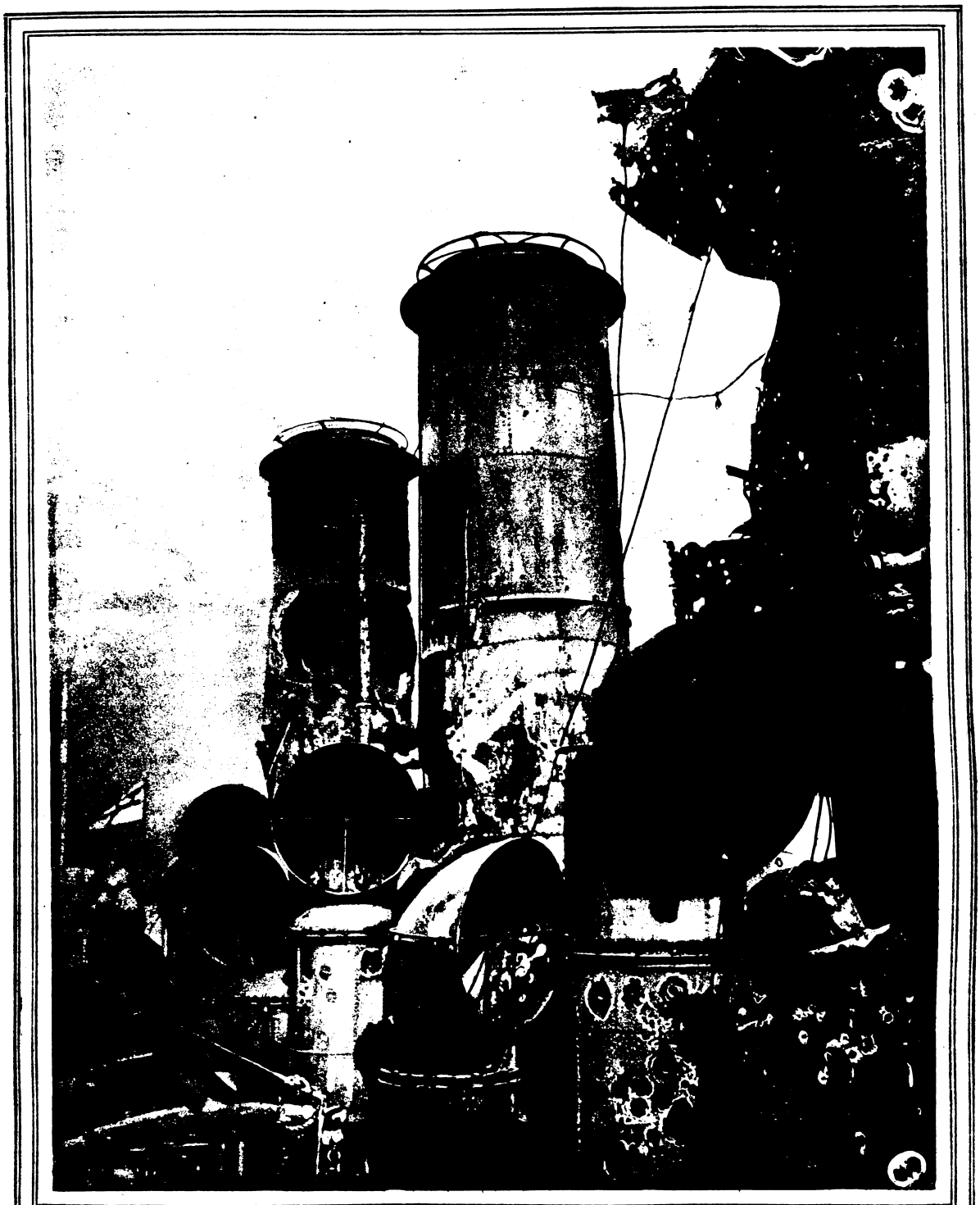
Baron von Richthofen was accorded the usual military funeral rites, exactly as are customary with officers of his rank in all armies. On the coffin was inscribed, "Cavalry-Captain von Richthofen," and date of his death. Wreaths from British Flying Corps officers were laid on it; from some who had fought with Richthofen. The funeral took place on the evening of April 22, in a French cemetery at a short distance by road from a British camp. An Army chaplain read the English Church burial service at the grave, and a firing party fired the customary three volleys at the close. Aeroplanes circled overhead during the ceremony.

Nevertheless, it is true that a peril lies in the German admiration for the British Empire, though to many the peril may seem a paradox. The Germans describe the British Empire as insolent, imperious, oppressive, and cruel; and these phrases are not generally compliments. But they are quite genuinely German compliments. The industrious Teuton is busy with the task of flattering us—flattering us by calling us cold; flattering us by calling us brutal; flattering us by describing us as a dragon devouring earth and sea, or an ogre drinking up in rivers the blood of the races of mankind. These are the courtly compliments of his own Court circles; these are the pretty speeches with which his own Princes have always been gratified. And there is, unfortunately, something in them that does everywhere slightly disarm the anger, and slightly soothe the vanity, of fallen mankind. If we allow it to disarm our anger, if we allow it to soothe our vanity, we shall have fallen into the last and most subtle of the enemy's snares. When he says that the whole war is really a war between Germany and England, he utters a flattery—that is, he utters something that is at once a compliment and a lie. When he suggests that the issue is between German militarism and British navalism, he utters a compliment and a lie. When he says that the conflict is really a collision between an old and strong Power that possesses colonies and a new and strong Power which desires colonies, he utters a compliment and a lie. Why he utters it, it will not be difficult to discover, for such a view of the war has both a theoretic and a practical value for him. The theoretic advantage, which is the less important, is that, by suggesting that we alone are his formidable foes, he can support his silly old schoolmaster's fad about the Teutonic Race, according to which we are his cousins. By suggesting that England alone among the Allies is to be feared, he can still insinuate that his own race is alone among races to be respected. Of course, the English are not necessarily Teutons.

But there is a more practical purpose in the Prussian flattery. It is designed to do what a thousand German dodges have been designed to do — to drive a wedge between us and our natural Allies. It is intended to embarrass us in our relations with the Americans. It is already the root of our whole difficulty in appealing to the Irish. There are millions of men, in these and other countries, who would bear any abuse or agony for the pleasure of destroying the German Empire, if they felt safe from being congratulated on saving the British Empire. It is designed in a more subtle manner to separate us in spirit from the French. It is still more definitely designed to divide us from such States as Belgium or Serbia; and to cloud the clear historical fact that we did definitely enter this war in defence of certain definite small nations. But, above all, it is designed to prevent or to repair a certain enormous event of our time, the greatest event in many centuries of our history—the return of England to Europe.

AFTER THE ZEEBRUGGE MOLE ATTACK: "VINDICTIVE'S" SCARRED FUNNELS.

PHOTOGRAPH BY G.P.U.

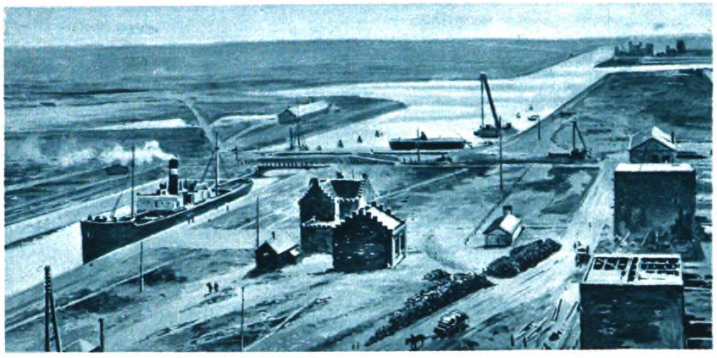


"THE UPPER WORKS OF THE SHIP . . . WERE SHOWING ABOVE THE WALL, AND ON THESE A LARGE NUMBER OF GERMAN GUNS . . . CONCENTRATED": THE BATTLE-SCARRED FUNNELS OF H.M.S. "VINDICTIVE."

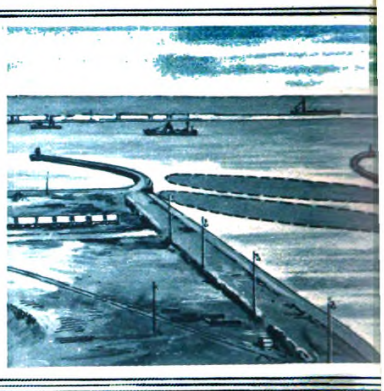
As "Vindictive" steamed back through the darkness after the heroic attack on Zeebrugge, her funnels, it is said, looked like flaming furnaces, so riddled and torn were they by the German fire. Her commander, Captain Alfred Carpenter, in describing the action afterwards, said: "In less than five minutes 'Vindictive' was alongside, and tried to grapple the breakwater and keep there. . . . Comparatively few of the German guns were able to hit the hull of the ship, as it was behind the protection of the wall. Safety, in fact, depended on how near you could get to the enemy's guns, instead of how far away. While the hull was guarded, the upper works of the ship—the funnels, masts, ventilators, and bridge—were showing above the wall, and on these a large number of German guns appeared to be concentrated. If it had not been for 'Daffodil' continuing to push the ship in towards the wall throughout the operation, none of the men who went on the Mole would ever have got back again."

OBJECTIVES AND RESULTS OF THE NAVAL RAID: ZEEBRUG

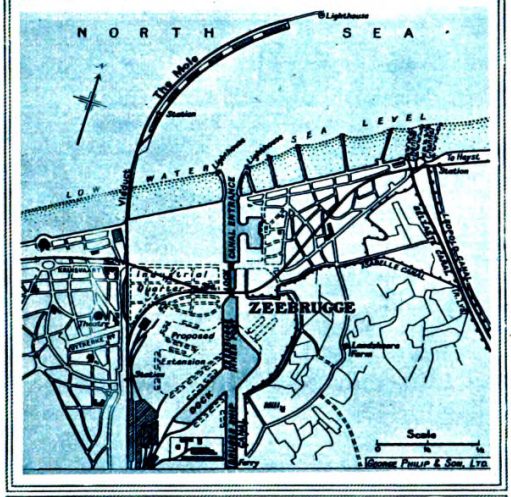
DRAWINGS (EXCEPT TWO) MADE FROM PHOTOGRAPHS



THE ZEEBRUGGE SHIP CANAL: A VIEW OF THE WATERWAY CONNECTING THE PORT WITH BRUGES.



SHOWING WHERE THE TWO BLO ZEE



SHOWING THE MOLE AND THE ENTRANCE TO THE SHIP CANAL: A MAP OF ZEEBRUGGE.

IN his speech explaining to the House of Commons the objects and results of the Naval raid, Sir Eric Geddes said, regarding the attack on Zeebrugge: "Three block-ships, old cruisers, assisted by the coastal motor-boats and launches, were to make for the entrance to the canal and to be run aground and blown up. . . . Of the three block-ships, two have attained their objective, and have been sunk and blown up at the entrance to the canal. The third one grounded on the passage in. A certain amount of damage, at present unknown, was done by gun-fire and torpedo-attack upon enemy destroyers and other craft lying alongside the Mole. A coastal motor-boat reports having torpedoed an enemy destroyer which was trying to escape to sea. One of the two old submarines succeeded in attaining its objective and was blown up, to the destruction of the piling."



DESTROYING 100 FT. OF THE VIADUCT AT OF THE B



WITH GERMAN OFFICERS AND A SENTRY: THE ENTRANCE TO THE MOLE AT ZEEBRUGGE.

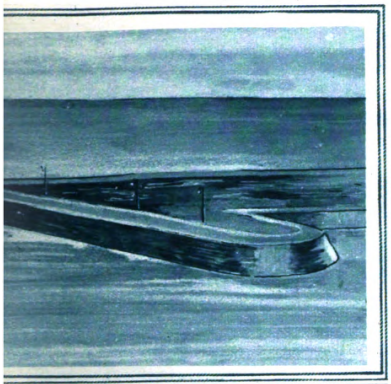


THE MOLE AS SEEN FROM BEACH

The objectives of the Naval raid on Zeebrugge, and its results, are here illustrated. With the exception of the maps and the two drawings showing, respectively, the submarine explosion and the position of the two block-ships sunk at the canal mouth, they were made from photographs of Zeebrugge which have appeared in enemy papers. At the same time as Zeebrugge was attacked, a similar raid was made on Ostend, where also two block-ships were run ashore and blown up. The block-ships were five obsolete cruisers—"Thetis," "Intrepid," "Iphigenia," "Sirius," and "Brilliant"—which were filled with concrete. At Zeebrugge, besides the sinking of two block-ships at the entrance to the ship canal connecting the port with Bruges, a storming party from H.M.S. "Vindictive" landed on the Mole, or breakwater, and part of its shore end was destroyed by the blowing up of an old submarine full of high explosive

)LE AND HARBOUR; AND THE SUBMARINE EXPLOSION.

IY PAPERS: MAPS BY MESSRS. GEORGE PHILIP AND SONS.



SUNK AT THE CANAL ENTRANCE:
R.



ZEEBRUGGE AS AN AIRCRAFT STATION: GERMAN HYDROPLANES, WITH GERMAN TORPEDO-BOATS IN THE OFFING.

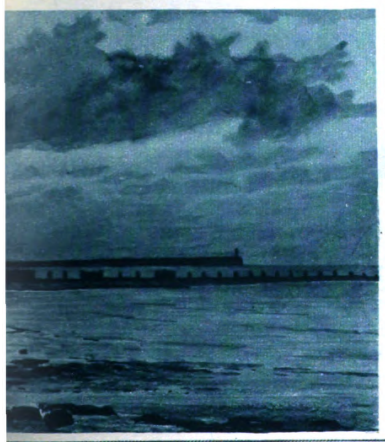


END OF THE MOLE: THE BLOWING-UP
INE.

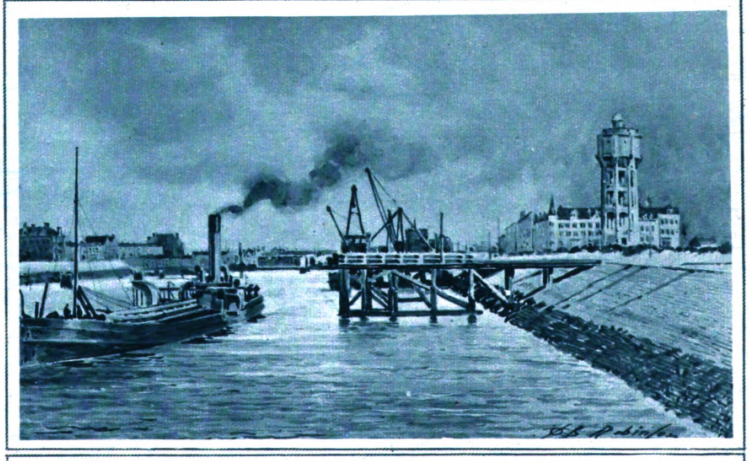
AS regards the explosion illustrated in the central drawing, Sir Eric Geddes said in his speech in Parliament, explaining the objects of the raid: "Two old and valueless submarines were to be run against the pile-work connection between the masonry portion of the Mole and the shore. The submarines were filled with explosives, and were to be blown up against the pile-work in order to destroy the pile-work connection." The execution of the plan is described by Capt. Carpenter, of H.M.S. "Vindictive": "A tremendous explosion was seen at the shore end of the Mole. We then knew that our submarine had managed to get herself in between the piles of the viaduct connecting the Mole with the shore and had blown herself up. She carried several tons of high explosive, and the effect of her action was effectually to cut off the Mole from the land."



THE INLAND WATERWAY CONNECTING ZEEBRUGGE WITH BRUGES: A MAP OF THE SHIP CANAL.



A MOONLIGHT EFFECT ON THE
GGE.

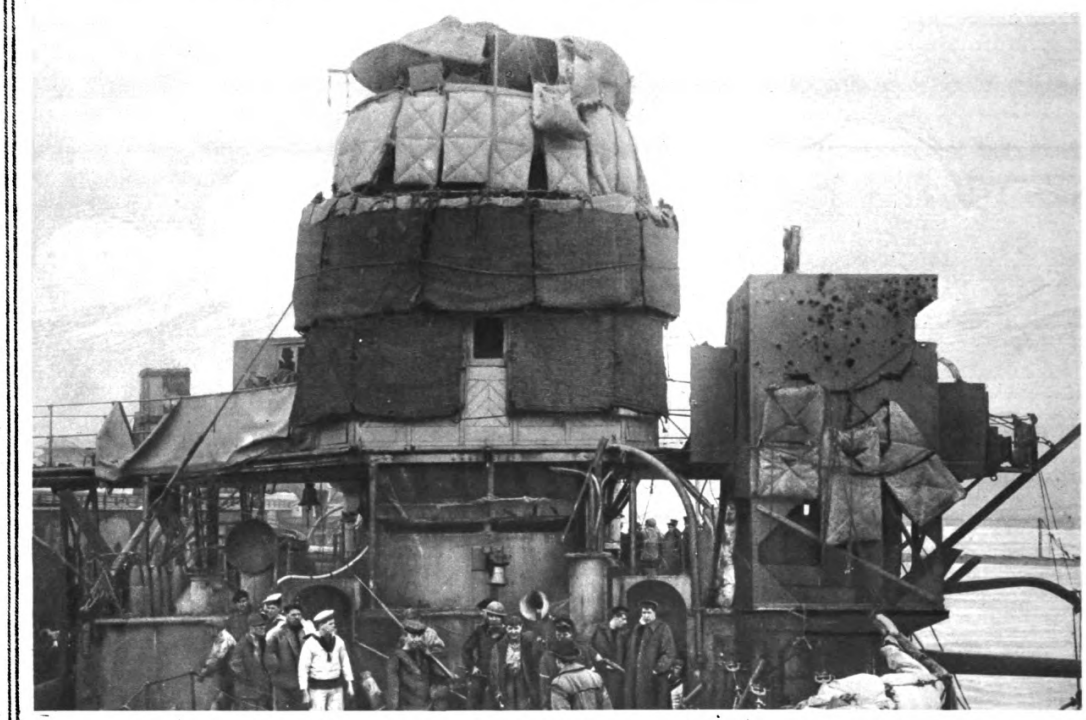


WHERE THE TWO BLOCK-SHIPS WERE SUNK: THE ENTRANCE FROM THE SEA TO THE BRUGES-ZEEBRUGGE CANAL.

the explosion the crew of the submarine, which comprised some half-dozen officers and men, got away in a boat. Captain Carpenter, the commander of H.M.S. "Vindictive," said: possible that the Germans who saw the submarine coming in under the play of their searchlights thought that her object was to attack the vessels within the Mole and that she thought ible to get through the viaduct to do this. Their neglect to stop the submarine as she approached could only be put down to the fact that they knew she could not get through to the large amount of interlacing between the piles and that they really believed they were catching her. A large number of Germans were actually on the viaduct a few feet above bmarine, and were firing at her with machine-guns. I think . . . that every one of those Germans went up with the viaduct."—[*Drawings Copyrighted in the United States and Canada.*]

THE ZEEBRUGGE MOLE ATTACK: "VINDICTIVE" AFTER HER RETURN.

PHOTOGRAPHS SUPPLIED BY C.N.





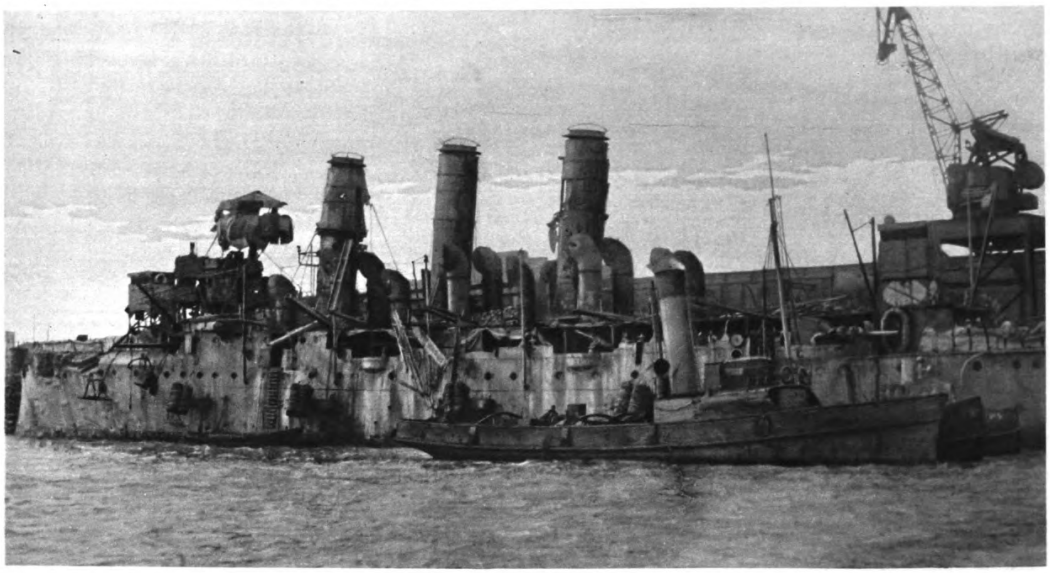
1. LOOKING AFT FROM THE FORECASTLE: FIGHTING TOP, MANTLETED BRIDGE, AND CHART-HOUSE; FLAME-THROWER'S HUT.

2. SAFE IN PORT ONCE MORE: THE CREW CHEERING AS THE SHIP BERTHED—CAPTAIN CARPENTER WITH ONE ARM IN A SLING (LEFT).

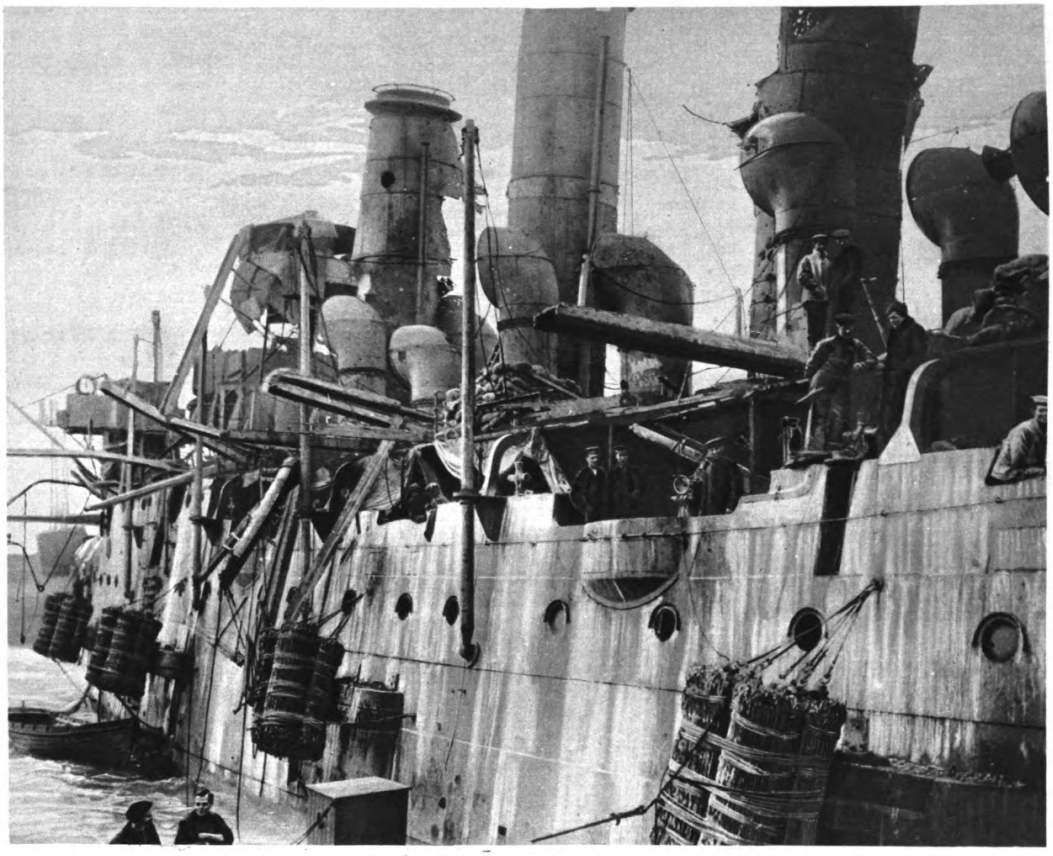
The bridge is seen from the forecastle in the first illustration. Above is the fore fighting-top over the chart-house, mantleted with hangings. Below, on the bridge, closed in behind thick material, is the chart-house. Behind the central window opening is the steering-wheel. To the right is the "flame-thrower's hut," where the Captain was part of the time. In the second illustration the crew of "Vindictive" are seen, cheering after the ship was in port. In the foreground, to the left, is Captain Carpenter.

"VINDICTIVE" AFTER THE ZEEBRUGGE ACTION: AND HER "BROWS."

PHOTOGRAPHS SUPPLIED BY L.N.A. AND G.P.U.



AS SEEN IN PORT AFTER HER RETURN FROM THE BATTLE: "VINDICTIVE"—THE SIDE LAID ALONGSIDE ZEEBRUGGE MOLE.



SHOWING FOLDING LANDING "BROWS" AND FASCINE FENDERS: A CLOSE VIEW OF "VINDICTIVE'S" PORT SIDE AFTER ACTION.

The port side of H.M.S. "Vindictive" is shown; the side laid against the Mole wall. The upper illustration is a general view. The upper works are mostly débris, the funnels battered, torn open, and riddled. Along the hull, in the second illustration, are seen frapped together fascines used as fenders when closing against the Mole. Along the upper deck project, tilted up, sticking out, or hanging down, beams of the eighteen folding brows used for boarding the Mole parapet. The remains of the mantled bridge, with padded screens along the railings and round the chart-house, are seen to the left. The extra deck superstructure, built above the ship's upper deck, can be made out, the ends of the supporting transverse beams showing. Round the approaches to the gangways, or brows, where they were hinged to let down, some of the piled-up sandbag breastworks remain in place

"ST. GEORGE FOR ENGLAND!"—THE GREAT NAVAL RAID ON

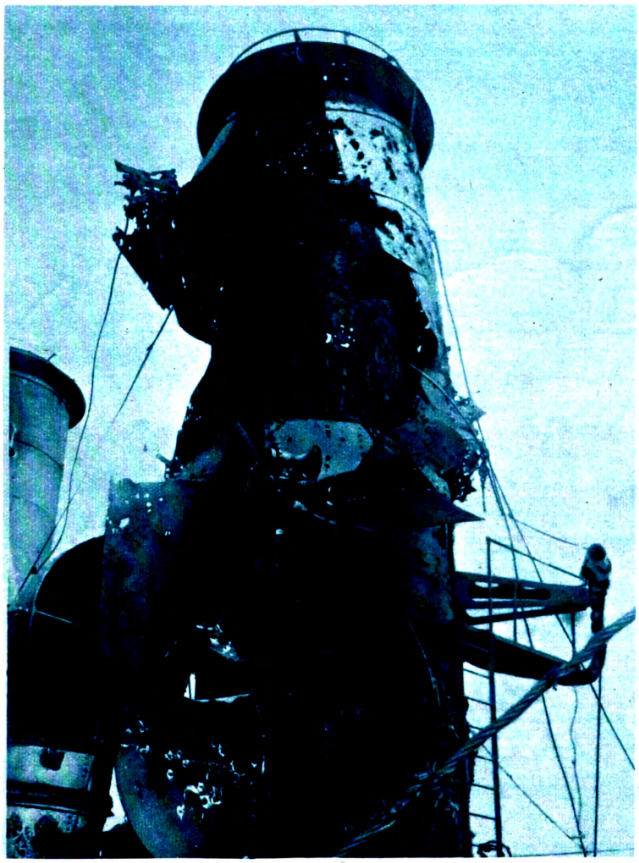
PHOTOGRAPHS BY



A SAND-BAGGED GUN-POSITION ON BOARD THE "VINDICTIVE": SOME OF THE CREW WITH STOKES GUNS.



HOLED BY A GERMAN SHELL: A GAPING RENT



"HER FORWARD FUNNEL WAS A SIEVE": EFFECTS OF GERMAN GUN-FIRE ON THE "VINDICTIVE'S" UPPER WORKS AS SHE LAY ALONGSIDE THE MOLE.



"A HIGH FALSE DECK, WHENCE RAN THE EIGHTEEN LANDED ON

The signals exchanged between Admiral Keyes and Captain Carpenter, of the "Vindictive," as they steamed across to Zeebrugge on the eve of St. George's Day, will live in Naval history. The Admiral signalled, "St. George for England!" and the Captain replied: "May we give the Dragon's tail a damned good twist!" The above photographs provide an eloquent commentary to the vivid story issued by the Admiralty, in the course of which we read: "Guns and machine-guns along the Mole and batteries ashore woke to life, and it was in a gale of shelling that 'Vindictive' laid her nose against the 30-ft.-high concrete side of the Mole. . . . Commander A. F. B. Carpenter (now Captain) conned the 'Vindictive' from her open bridge till her stern was laid in, when he took up his position in the flame-thrower hut on the port side. It is marvellous that any occupant of it should have survived a minute, so riddled and

ZEEBRUGGE—THE BATTLE-SCARRED "VINDICTIVE" HOME AGAIN.

C. N. AND TOPICAL.



IN THE WOODEN DECK OF THE "VINDICTIVE."



SHOWING A GAS-MASK AND STEEL HELMET (AS WORN IN THE FIGHT): A GUN-POSITION IN THE "VINDICTIVE."



BROWS,' OR GANGWAYS": HOW THE "VINDICTIVE'S" MEN THE MOLE.



WITH A FLAME-THROWER: SOME OF THE BRITISH SAILORS WHO SERVED ON BOARD THE "VINDICTIVE" AT ZEEBRUGGE.

shattered is it. . . . 'Vindictive' was fitted along the port side with a high false deck, whence ran the 18 brows, or gangways, by which the storming and demolition parties were to land. . . . The gangways were lowered, and scraped and rebounded upon the high parapet of the Mole as the 'Vindictive' rolled, and the word for the assault had not yet been given when both leaders were killed, Colonel Elliot by a shell and Captain Halahan by the machine-gun fire which swept the decks. The same shell that killed Colonel Elliot also did fearful execution in the forward Stokes mortar battery. The men were magnificent. Every officer bears the same testimony. The mere landing on the Mole was a perilous business; it involved a passage across the crashing, splintering gangways, a drop over the parapet into the field of fire of the German machine-guns which swept its length, and a further drop of some 16 ft. to the surface of the Mole itself."

"THE MEN WERE MAGNIFICENT": LANDING ON THE MOLE FROM "VINDICTIVE."

DRAWN BY S. BEGG, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



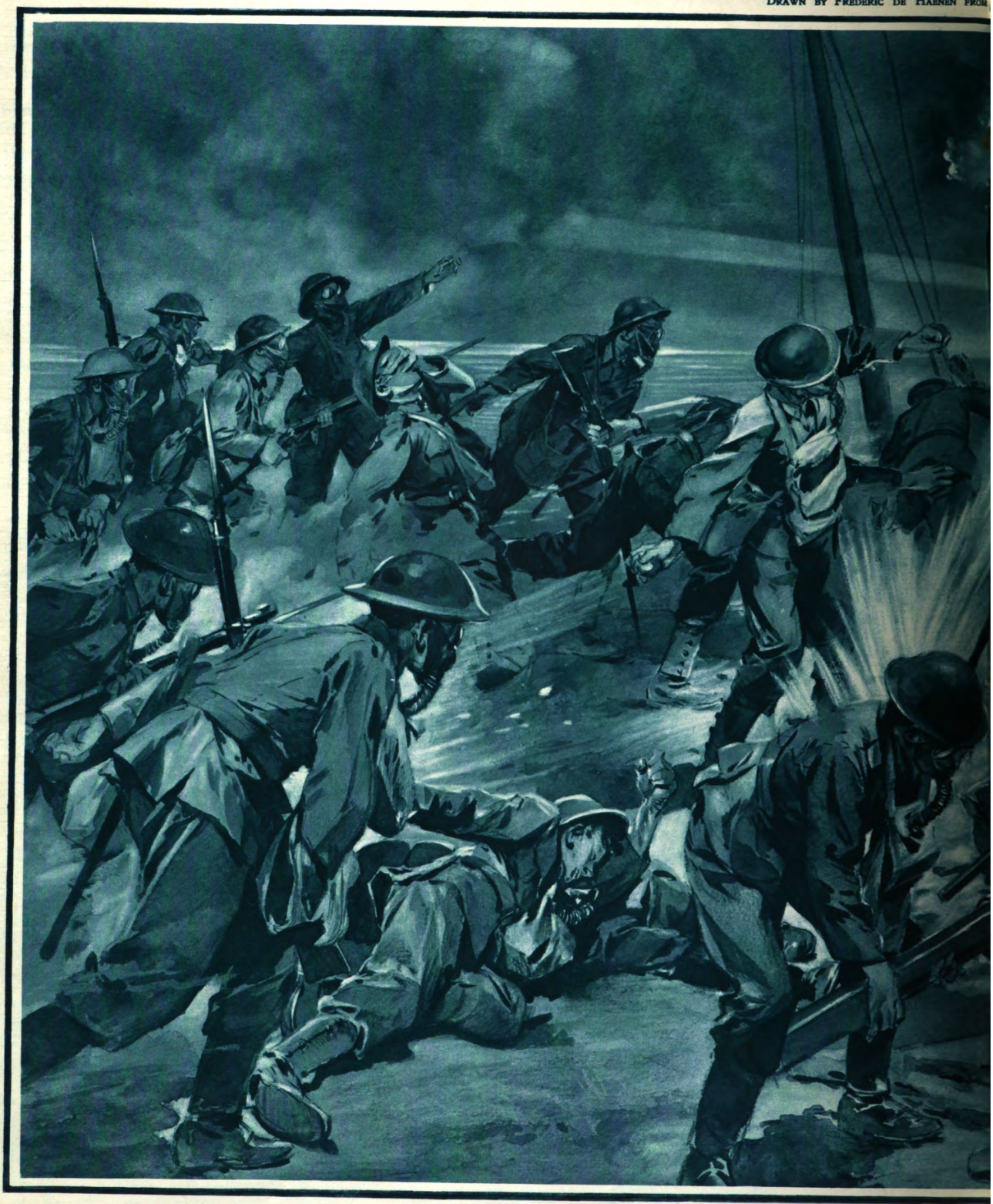


"ACROSS THE CRASHING, SPLINTERING GANGWAYS, A DROP OVER THE PARAPET INTO THE FIELD OF FIRE": THE HEROIC STORMING PARTY LANDING FROM H.M.S. "VINDICTIVE," ON THE MOLE AT ZEEBRUGGE.

The story of the landing on Zeebrugge Mole was vividly told in the account issued by the Admiralty: "'Vindictive' was fitted along the port side with a high false deck, whence ran the 18 brows, or gangways, by which the storming and demolition parties were to land. . . . The gangways were lowered, and scraped and rebounded upon the high parapet of the Mole as 'Vindictive' rolled. . . . 'The men were magnificent.' Every officer bears the same testimony. The mere landing on the Mole was a perilous business; it involved a passage across the crashing, splintering gangways, a drop over the parapet into the field of fire of the German machine-guns which swept its length, and a further drop of some 16 ft. to the surface of the Mole itself. Many were killed and more were wounded as they crowded up to the gangways; but nothing hindered the orderly and speedy landing by every gangway." The men were laden with Stokes guns and other equipment. All the officers and men wore steel helmets and gas-masks.—[*Drawing Copyrighted in the United States and Canada.*]

THE ZEEBRUGGE MOLE FIGHT: "VINDICTIVE'S" MARINES,

DRAWN BY FRÉDÉRIC DE HAENEN FROM



AFTER ESCALADING THE PARAPET AND DROPPING DOWN TO THE MOLE ITSELF: THE THE GERMAN DESTROYERS THAT WERE ATTACKED

Describing the dramatic and vividly exciting episode illustrated here, officers of "Vindictive's" Marines, among the party seen, told the story to a Press representative on their return, in these words. They were on the Mole when they saw "two German destroyers which lay alongside the outer side of the Mole, and both of them kept firing at 'Vindictive' at quite close range. From these vessels a number of German sailors swarmed up to attack us, but when they found themselves looking at the points of British bayonets they stopped. Our men charged and

CHARGING ALONG THE MOLE, BOMB A GERMAN DESTROYER.

TERIAL SUPPLIED BY AN EYE-WITNESS.

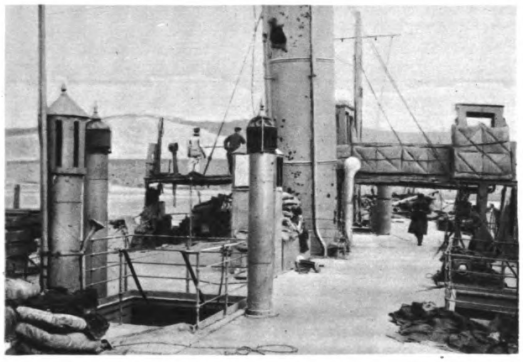


GAS-MASKED AND STEEL-HELMETED MARINES FLINGING HAND-GRENADES INTO ONE OF AT THEIR MOORINGS ALONGSIDE THE MOLE WALL.

cleared the space, and then we rushed to the first destroyer, into which we threw half a hundred hand-bombs. A loud explosion followed, and the last we saw of her was that she was heavily on fire and sinking. We were unable to reach the other destroyer, and what became of her we are unable to say . . . After bombing and setting alight to the destroyer, we formed up, and, forcing our way with the bayonet, charged a gun's crew that had given trouble, dispersed them, and took the gun."—[*Drawing Copyrighted in the United State and Cnada.*

AFTER THE ZEEBRUGGE ATTACK: "VINDICTIVE"; "IRIS"; "DAFFODIL."

PHOTOGRAPHS NOS. 1 AND 6 SUPPLIED BY S. AND G.; NO. 2 BY G.P.U.; NOS. 3 AND 4 BY ALFIERI; NO. 5 BY I.N.A.



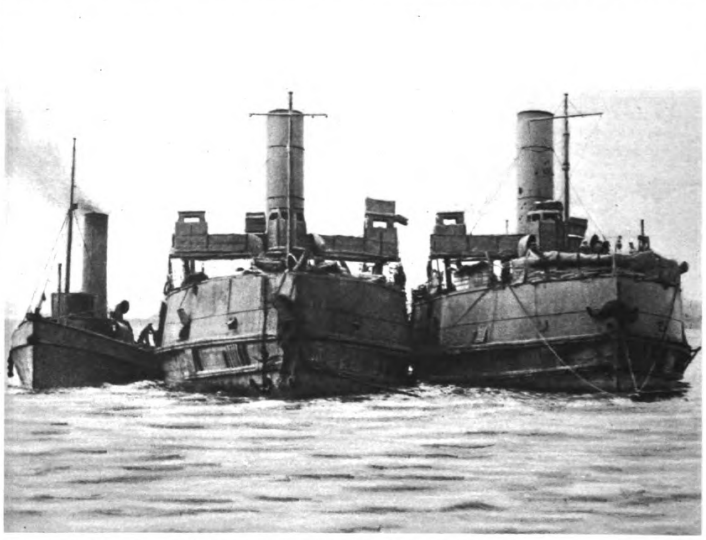
THE UPPER DECK OF THE MERSEY PASSENGER-BOAT "IRIS": THE BULLET-PITTED AND SHELL-HOLED FUNNEL; WRECKAGE ALONG THE VESSEL'S PORT SIDE



AMIDSHIPS ON BOARD "IRIS": THE WRECKED BRIDGE WITH THE PORT SIDE AS BLOWN AWAY EARLY IN THE ATTACK.



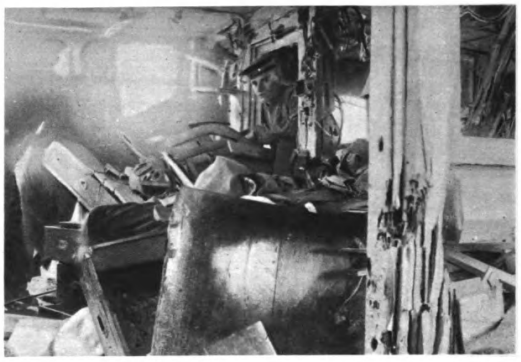
"VINDICTIVE'S" FIGHTING-TOP ABOVE THE REMAINS OF THE BRIDGE: AS IT APPEARED ON REACHING PORT.



"VINDICTIVE'S" FAITHFUL BACKERS-UP THROUGHOUT, WHO KEPT HER IN POSITION AGAINST THE MOLE WALL: "IRIS" (RIGHT), "DAFFODIL" (LEFT).



ON THE GUN-DECK OF "VINDICTIVE" BELOW WHERE A GERMAN SHELL CAME THROUGH THE PLANKING OF THE UPPER DECK: CLEARING UP.

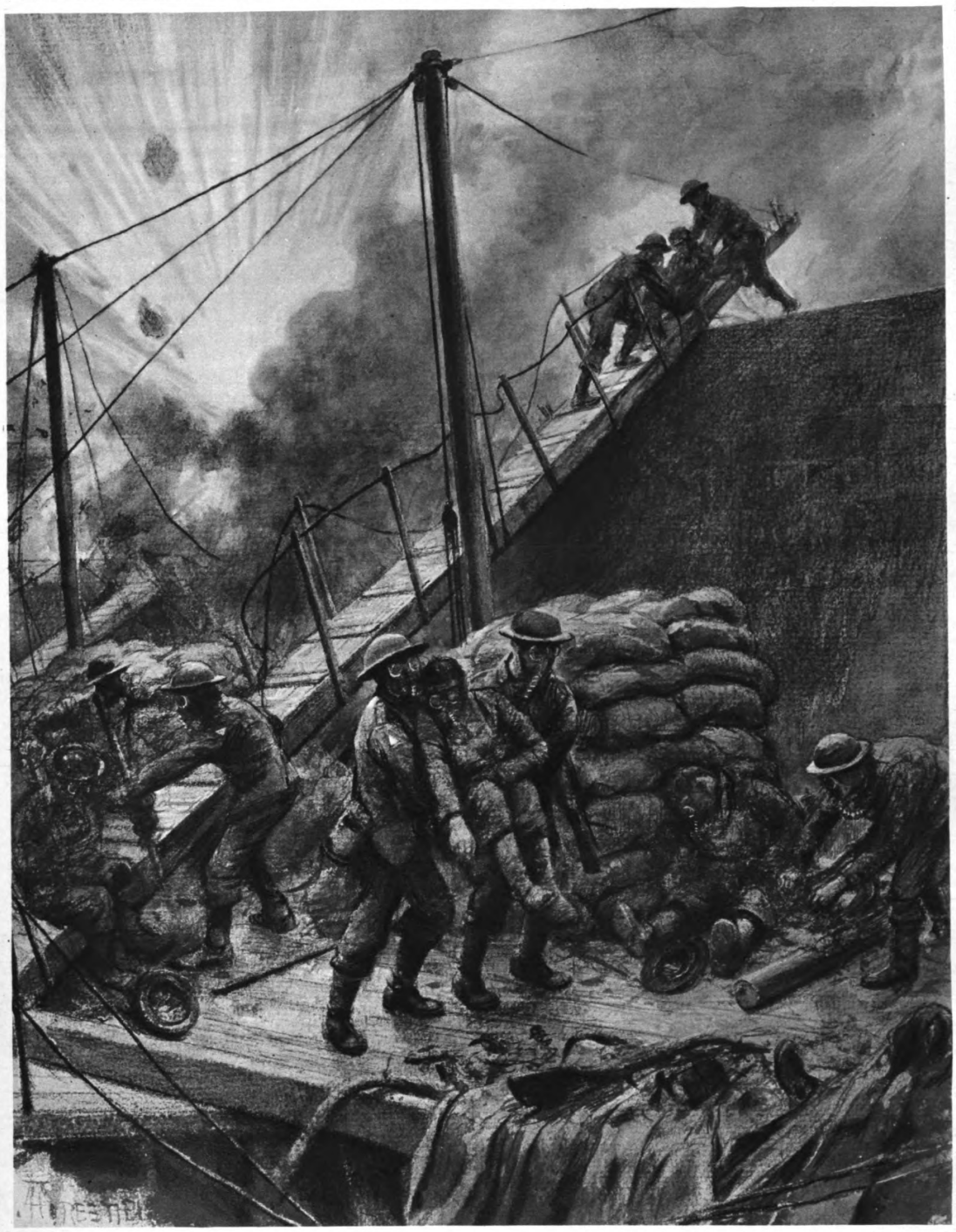


THE DESTROYED CHART-HOUSE ON THE BRIDGE OF "VINDICTIVE": THE JUMBLED MASS OF WRECKAGE—THE INTERIOR.

The part of the two Mersey passenger-steamers, "Iris" and "Daffodil," was to aid "Vindictive" when alongside the Mole wall and hold her fast there, that the swell of the sea should not move the vessel away till the landing parties had returned on board. "Daffodil," at the request of Captain Carpenter, of "Vindictive," stayed beside her and "pressed her in against the Mole. Her boilers, normally developing 80 lbs. pressure of steam per inch . . . maintained 160 lbs. for the whole period." "Iris," while exposed to the enemy's fire, was badly mauled in her upper works and bridge, which made a target for the enemy above the Mole parapet. In the third illustration is shown the appearance of the forward fighting-top of "Vindictive," above the chart-house and bridge, as seen in daylight next morning on the ship arriving in port. Three officers and seven men were posted in the fighting-top of "Vindictive." One man only survived the action, and he kept firing his gun to the end.

ON ZEEBRUGGE MOLE: RESCUING WOUNDED UNDER FIRE.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



IN GAS-MASKS AND STEEL HELMETS, AMID A STORM OF SHELLS, WITH THE SHIP ROLLING: BRINGING THE WOUNDED OFF THE MOLE AT ZEEBRUGGE ALONG THE "BROWS" ON TO "VINDICTIVE'S" FALSE DECK.

The work of getting the wounded, of the storming party that landed from H.M.S. "Vindictive" on the Mole at Zeebrugge, back on board the ship was a most perilous and difficult task, and was carried out with splendid heroism by all concerned. All the time, the rescuers were subjected to a terrific fire, and were hampered by having to wear gas-masks throughout the whole of the operations. The wounded men had first to be lifted to the top of the wall—a height of 16 ft. from the lower level of the Mole, and then carried down one of the "brows," or gangways, which had been thrust out from the high false deck of the ship for the storming party to land on the Mole (as illustrated on a double-page in this number). The rolling of the ship made the traversing of the gangway in itself a hazardous undertaking. In spite of all these dangers and difficulties, the work was carried on, as our drawing shows, with a courage and devotion that are beyond praise. "Vindictive" suffered severely in casualties, but every man possible was taken off the Mole before she withdrew, and men who were on board have stated that all the wounded were brought away.—[*Drawing Copyrighted in the United States and Canada.*]

LAST HONOURS FOR ZEEBRUGGE HEROES: THE DOVER FUNERAL.

PHOTOGRAPHS BY G.P.U., ILLUSTRATIONS BUREAU, AND SPORT AND GENERAL.



THE FUNERAL OF MEN KILLED IN THE ZEEBRUGGE RAID: MARINES, W.A.A.C.'S, AND SAILORS IN THE PROCESSION AT DOVER.



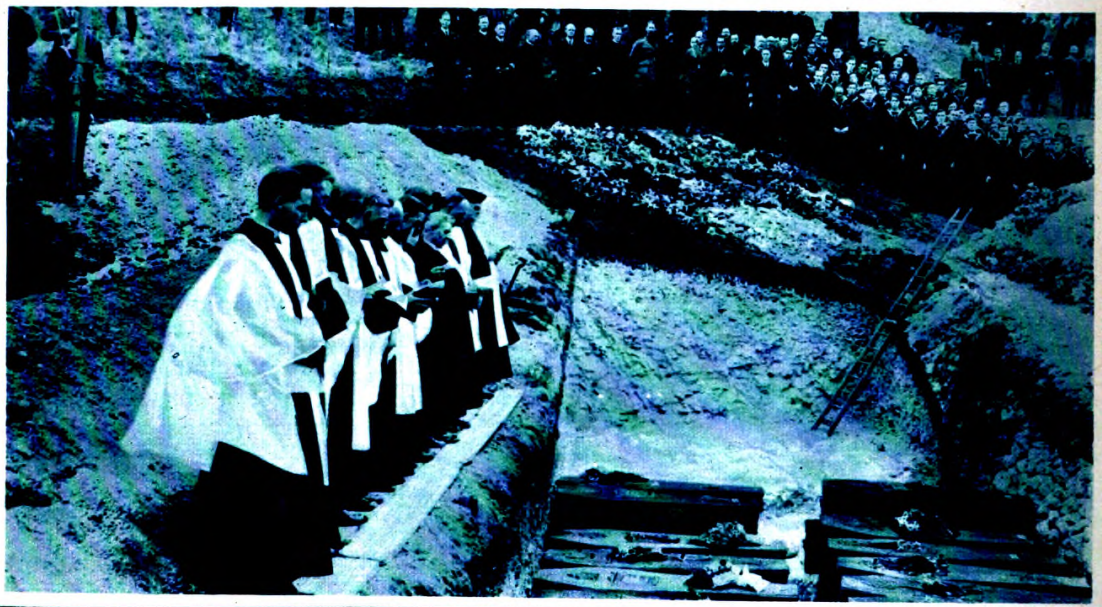
FOR THE GRAVE OF THEIR DEAD COMRADES: SAILORS CARRYING WREATHS IN THE FUNERAL PROCESSION.



A TRIBUTE FROM THE "WRENS": MEMBERS OF THE WOMEN'S ROYAL NAVAL SERVICE WITH FLOWERS.



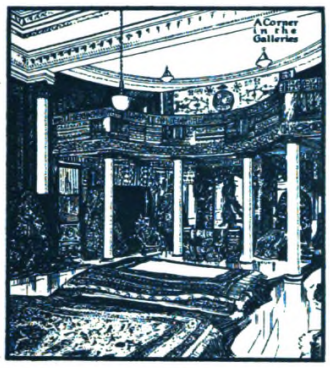
A TRIBUTE FROM THE "W.A.A.C.S.": MEMBERS OF THE WOMEN'S ARMY AUXILIARY CORPS WITH WREATHS.



THE FUNERAL OF TWO OFFICERS AND SIXTY-FOUR MEN WHO FELL IN THE NAVAL RAID ON ZEEBRUGGE AND OSTEND: THE SERVICE BY THE GRAVESIDE IN ST. JAMES'S CEMETERY AT DOVER.

The total number of casualties in the Naval raid on Zeebrugge and Ostend on St. George's Day was 588. Those who were killed or died of wounds numbered 189, including 19 officers; while there were 2 officers and 14 men missing. The number of wounded was 383. The funeral of two officers (Lieut. A. B. G. T. Chamberlain and Sub-Lieut. Maurice Lloyd, both of H.M.S. "Vindictive") and 64 men took place at Dover on Saturday, April 27. The procession contained several hundred officers of the Navy, the Royal Marines, and the Army, with detachments of seamen and Marines, and parties from all the regiments and corps in the garrison, as well as of the women's naval and military auxiliary services. Aircraft patrolled overhead. At the cemetery the service was conducted by 11 chaplains; and Royal Marine buglers sounded the "Last Post." Vice-Admiral Sir Roger Keyes, who commanded the expedition, sent two wreaths, inscribed "in proud and grateful memory" of those "who died for England on St. George's Day."

BRITISH CARPETS of QUALITY
at Waring & Gillow's Galleries



WE are showing the premier products of British looms, the finest examples of design and colourings which are faithful to the traditions of the Far East. Floor covered with the "Waring" fabric is the best investment for the home. The durability is proof of its quality. The price is a measure of its quality. All materials used are of the highest possible grade. To insure to the purchasers of our Carpets a selection of the most trustworthy qualities, the utmost consideration is always given to the following points.

Selection of the right wool. Treatment of cleaning that removes all animal fat from the wool. Care in spinning. Careful weaving. Dyeing and testing. Perfect finishing.

There are many grades of Floor Coverings and many grades of Carpets. Of each specific grade only the best are stocked.

Plain Hair Carpet from 5/11 per yard.

Deep Rich Pile Axminster Carpet from 8/11 yd. Fine quality deep Pile Velvet Carpet from 13/6 yd.

FINE EXTRA QUALITY WILTON PILE CARPETS as follows:

9 ft. 0 in. by 6 ft. 9 in. - £6 : 17 : 3 10 ft. 6 in. by 9 ft. 0 in. - £10 : 13 : 6
12 ft. 0 in. by 9 ft. 0 in. - £12 : 5 : 0

WARING & GILLOW LTD
Furnishers & Decorators to H.M. the King.

Telephone: Museum 5000

164-180 OXFORD STREET, LONDON, W. 1.

Telegrams: Warison, London.



BECOMING SHORT-FRONTED SAILOR HAT, in Liseret straw, trimmed spotted ribbon band, in black, nigger or navy.

Price **59/6**

DEBENHAM & FREEBODY
Wigmore Street (Cavendish Sq.), London, W. 1.

NOTE.—This Establishment will be closed on Saturdays until further notice.



A REVOLVING DISH IN REGENT PLATE.
Length 10 inches £5 15 0
" 11 " £6 15 0

BY APPOINTMENT
Jewellers to His Majesty The King.

Regent Plate

REGENT PLATE is a superior electro-plate, produced by the Goldsmiths and Silversmiths Company, that is more durable than other electro-plate and is of moderate price. Selections of articles will be forwarded carriage paid at the Company's risk or a catalogue will be posted free on application.

The Goldsmiths and Silversmiths have no branch establishments in Regent Street, Oxford Street or elsewhere in London—or abroad—only one address: 112, Regent Street, London, W. 1.

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD. *with which is incorporated The Goldsmiths Alliance Ltd. Est. 1751.*

112, REGENT STREET, LONDON, W. 1.

LITERATURE.

Cecil Rhodes.

Princess Catherine Radziwill, at the end of her "Cecil Rhodes: Man and Empire-Maker" (Cassell), says that she set out to write a book of recollections, and finds it has resolved itself into one of impressions. Expanded a very little, that would be the best, and a quite adequate, criticism of it. Recollections have some substance, however vague. The Princess's impressions are definite enough, but singularly unsubstantial. And this is true not only as regards Cecil Rhodes, but also Viscount Milner, and the one or two other figures contemporary with theirs on the South African stage who come within her limelight. It is difficult to distinguish which of the two, the Colossus or the High Commissioner, is intended for the hero of her piece—or rather, it is not difficult at all, so consistently is the latter introduced as the foil to prove the former a failure. This rôle assigned to him is one that probably Viscount Milner will find embarrassing.

Among the author's few recollections is that of quoting to Rhodes the old French motto of every true Knight of the Middle Ages: "Mon âme à Dieu, Mon bras au roi, Mon cœur aux dames, L'honneur à moi!" and his answer, "Ah, yes! In those times one could still think about such things." It is impressed upon us again and again here that, alone among the hills of Rhodesia, gazing upwards at the vast expanse of stars, Cecil Rhodes had glimpses of the finer issues of life, but that otherwise the higher attributes of mind did not trouble him; and ambition, love of domination, and the desire to eclipse everybody and everything around him were his ruling instincts. We are quoting the author's own words, to which she adds that for money intrinsically Rhodes did not care; and they can fairly be said to sum up a prepossession which, as she moves a somewhat mysterious way through her subject, she coerces facts and fancies both to corroborate. The facts and fancies concern affairs as well as the men, and, if the affairs can scarcely be termed South African history, the author's comments on them are sometimes shrewdly illuminating of the same, just as, if the man is not Cecil Rhodes, the character given him is at times explanatory of the original. Despite its detractions, the volume does not really leave an ill-natured taste; it assumes, indeed, a savour of impartiality through its equal unwillingness to praise without blaming and to blame without praising. And it is undeniably entertaining (if only for the Princess's pretty way), even while the limitations to its authority are obvious.



DURING THE GERMAN OFFENSIVE: LOADING A BARGE WITH PROVISIONS FROM A FORWARD DUMP.
Official Photograph.



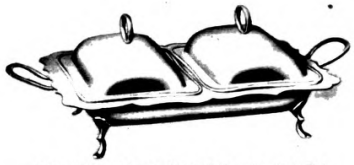
DURING THE GERMAN OFFENSIVE: AN AUSTRALIAN BATTERY SUPPORTING INFANTRY IN VILLAGES AHEAD.
Australian Official Photograph.

"Both Sides of the Curtain."

The times are out of joint for theatrical reminiscences—*inter arma silent artes*. Our stage favourites belong to our seasons of leisure, the years when we claim a certain measure of enjoyment as a right as well as a relaxation. It is unfortunate that "Both Sides of the Curtain," by Geneviève Ward and Richard Whiteing (Cassell), should have been published just now. The work has been well done. In the far-off days when Miss Ward had turned from Grand Opera to the drama, she appeared at Manchester in "Macbeth," and the writer in the *Guardian* of the notice that made her future comparatively secure was Richard Whiteing. It was the beginning of a friendship that has lasted nearly half a century, and has found fitting expression in a book that is the work of both. We find the brightly written record of a strenuous, varied, and successful life, in the course of which Miss Ward has travelled all over the great part of the world that speaks English, receiving the homage of the thousands to whom the dramatic art is an object of respect.

All of us who have seen Miss Ward, whether in good plays or bad, recognise in her the really great artist to whom the gift of interpretation has been vouchsafed in most liberal measure, and it is not too much to say that her art, while delighting countless thousands of playgoers, has stimulated many an actor and actress to take their profession seriously. That is her praise. She has redeemed commonplace work from insignificance, she has enabled us to realise the ultimate beauty of great dramatic creations.

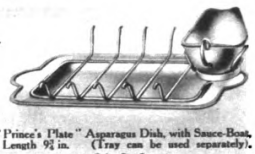
As a singer before most of us were born she had made a name for herself; as an actress she ranked with the leaders; and as a teacher she has kept the light burning. Now in a serene, dignified old age that would appear to have left her mental faculties unimpaired, she turns the lesson of her life to account in an eloquent passage: "National Service is the mighty drama in which woman, as well as man, is now taking one of the star parts, and, by sheer faculty of brain and hand, winning emancipation without a charter or a blow."



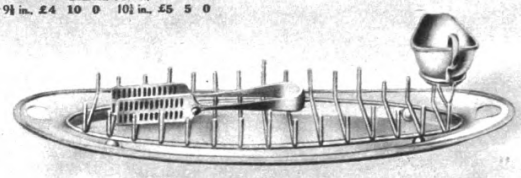
"Prince's Plate" Double Entrée Dish or Breakfast Dish, with hot-water compartment, 12 in. £6 15 0



"Prince's Plate" Entrée Dish, with French Gadroon Mount. 9½ in. £4 10 0 10½ in. £5 5 0



"Prince's Plate" Asparagus Dish, with Sauce-Boat. Length 9½ in. (Tray can be used separately). £4 0 0



"Prince's Plate" Asparagus Dish, with Sauce-Boat and Server. (Tray can be used separately). £7 15 0

Mappin & Webb LTD.

Silversmiths to H.M. King George V.

Prince's Plate

The only lasting Substitute for Sterling Silver.

"PRINCE'S PLATE" has been in use throughout the world for nearly 50 years, and has won universal commendation for its sterling qualities.

"Prince's Plate" is manufactured under the strictest surveillance at the Company's own works—The Royal Works, Sheffield—and will retain its unique appearance for over 30 years.

A fully illustrated Catalogue of "Prince's Plate" Tea and Coffee Services, Table Accessories, etc., will be sent post free.

London Showrooms:

2, QUEEN VICTORIA STREET, E.C. 4; 172, REGENT STREET, W. 1; 158-162, OXFORD STREET, W. 1.

Manufactory: The Royal Works, Sheffield.

PARIS. ROME. MONTREAL. JOHANNESBURG. BUENOS AIRES. RIO DE JANEIRO. SAO PAULO.

THE DIFFICULTY OF OBTAINING MATERIALS, AND THE FURTHER WITHDRAWAL OF LABOUR, MAKE IT IMPERATIVE FOR K & J TO RESTRICT SUPPLIES OF THEIR SPECIALITIES TO REGULAR CUSTOMERS, GOVERNMENT DEPARTMENTS AND FIRMS ON WAR WORK

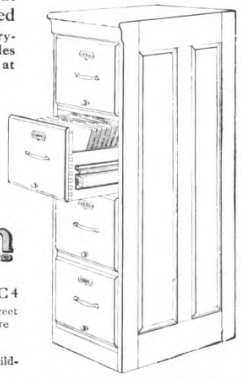
Take your Organisation problems to K&J

A CRITIC of Walter Bagehot wrote that he had a genius for seeing the obvious facts Many organisation problems are unsolved because facts that stare one in the face go unrecognised

This is very true in connection with Filing Everybody in the firm, from principal to office boy, handles papers If the Filing system is weak this fact lies at the root of delay and error

Bad Filing permeates the whole of a business

The solution of the trouble is perfectly simple and easily demonstrated By adapting to your business that *Unit Principle,* which is the basis of K & J Filing System, we guarantee to put this part of your organisation straight



K & J VERTICAL FILE

Kenrick & Jefferson LTD

London: 22 St Andrew Street Holborn Circus E C 4

Birmingham—20 Temple Street
Cardiff—5 Church Street
Leeds—82 Albion Street
Leicester—19 and 20 Corridor Chambers
Liverpool—30 Castle Street
Head Office—Multigraph Works West Bromwich
Manchester—7 Blackfriars Street
Newcastle—St Nicholas Square
Sheffield—28 Change Alley
Swansea—3-5 Goat Street
Belfast—Scottish Provident Buildings Donegall Square
Glasgow—166 Buchanan Street



Sole Proprietors and Manufacturers: OXO Limited, Thames House, London, E.C. 4.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA

MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Watchmakers. Established 1851.

SMITH'S ALLIES WATCH

LUMINOUS



ACTUAL SIZE

FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.

With Hinged Case, £3 3 0

Please write for Special List of Accessories for the Front.

S. SMITH & SON LTD ESTD 1851
HOLDERS OF 6 ROYAL WARRANTS
WATCH MAKERS TO THE ADMIRALTY
6, GRAND HOTEL BLDGS TRAFALGAR SQ. W.C. & 68, PICCADILLY, W.



Fine Sapphire and Diamond Ring, £4 15 0

A fine Assortment of Rings & Jewellery always in stock.



Fine Double Cluster Diamond Ring, £10 10 0

MEDICAL WRIST WATCH.

Luminous Figures and Hands.

Screw in Dust and Damp-proof Case.



Registers 5th of Seconds.

Invaluable for Hospital Work.

Sterling Silver, £5 15 0

ALARM

The Alarm will arouse the Heaviest Sleeper.



WATCH

Sterling Silver "ALARM" Watch white dial, £6 5 0

With Oxydised or Nickel cases, white dial, £5 5 0

With black dial 5/-each extra

Luminous Alarm Watch. Perfect Timekeeper.

The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

S. SMITH & SON, LTD., Estd. 1851
6, GRAND HOTEL BLDGS, TRAFALGAR SQ., W.C., & 68, PICCADILLY, W.

The

ROYAL ACADEMY ILLUSTRATED

1918

Ready May 6th.

Containing nearly 200 superb Reproductions of the works of R.A.'s, A.R.A.'s and other notable Pictures and Sculptures of the year.

THIS year's pictures will be reproduced by the Photogravure Process, making the book of even more interest than usual, and valuable as a Souvenir. The wonderful advance in this unique process and the skill of the printer, under difficult conditions, make this edition a veritable collection of "mezzotints." The range of tones obtained faithfully represents the original pictures—which are the best of the year's art.

It is just the gift that will be appreciated by all unable to visit the Exhibition.

Obtainable at all Booksellers, or at the

ROYAL ACADEMY

PRICE 2/6 NET.

Orders should be placed at once to prevent disappointment.

PUBLISHED UNDER AUTHORITY OF THE ROYAL ACADEMY
. . by . .
WALTER JUDD, Ltd., LONDON

LADIES' PAGE.

CONSCRIPTION for women is "in the air." It will be cruelly hard upon thousands of people, especially upon elderly delicate parents, whose whole comfort—whose very existence almost—depends on the ministrations of young, healthy women, daughters and paid attendants. But we must remember that nothing can be anything like so terrible as allowing the Germans to tread as conquerors our sacred soil. It is all sacrifice, all horror, this awful war! Lives devastated, homes broken up, the present and the future rendered dark and wretched! It is all a choice of evils, and we must just realise that everybody has simply got to endure anything rather than see England under the German hoof and England's daughter-nations enslaved!

Meantime, however, as the call for the services of young and strong women for the State is already so heavy, the service of the homes of the country is sadly "under-womanned." The demands of such women as remain in domestic work have grown exorbitant. Here is a genuine reply to an advertisement for a general servant for one lady in a flat: "My age is twenty-five, and I require a salary of £45 to £50, and all found. Flat must not be too big, and I require a *very* nice bedroom. I wear uniform in mornings only, and no caps at any time." Many houses are quite servantless; and hospitals and asylums, too, are unable to get the domestic labour done, and wards are closed in consequence. National kitchens where really refined and good cooking is done may in part be the remedy; and might "come to stay."

There are in London and elsewhere "service flats," where tenants have their own furniture and private rooms, but go to a common dining-room for meals, and have their apartments kept clean by the servants of the proprietor. In every case, I believe, these are most successful; it is almost impossible to find such a flat vacant, though the terms are very high for rent, service, and food. The extension of this system and National kitchens may make an immense difference to women's lives in the future. In the United States, where our present (and possibly only temporary) difficulty in getting domestic workers is chronic and of old standing, service flats—"apartment houses," as they are called in New York—are very numerous, and serve many thousands of people as homes. Yet there are obvious objections to the system, especially in bringing up a family.

While the outline of all frocks is so simple, brightness is given to gowns of the class requiring it by touches of gold tissue. It is used a good deal draped over with one layer of chiffon, and makes belts, yoke-pieces, ends of sashes, and cuffs, and in some cases is even more lavishly employed, making, perhaps, about half of the corsage, and being repeated at the bottom of the tunic, or as a band of trimming about the knee on a one-piece black taffetas frock. The gold is sometimes in the form of a plain tissue, sometimes filigree or lace-like. It must by no means be overdone, but in refined and tasteful use it gives a little of the brightness that we would like to have in our appearance for evening wear, or at other times when we want to look our nicest to welcome home our boys on leave. There are also many exquisite brocaded silks and velvets from Lyons to be seen; sometimes the pattern on a dark ground is in tinsel, either gold or silver, sometimes in exquisite colours blended with true French taste. These lovely silken weaves are costly, but a little of such rich colour and design goes a long way. The French luxury tax may be responsible for the influx of these beautiful products of Lyons looms into London shops. Luxury, of course, such material is, and many women have no heart for such matters now. But others *will* love dress under any circumstances; and to exercise good taste in design and colour is always permissible.



A CHARMING OUT-DOOR COSTUME.

The tunic and bodice of this gown are made of soft Ninon, while the skirt is of satin. This latter material is also used for the revers waist-belt, one of this spring's new fashion-features.

One of the features of the time, indeed, is the outburst of little dress-shops for the exploitation of the new class of girl wage-earners. The chief feature of these innumerable mushroom businesses is the fragility and uselessness of the wares displayed. "Blouse shops" many of them proclaim themselves, and deck their windows wholly with fragile and merely decorative white or light-tinted muslin, Ninon, Georgette, and chiffon "confections." They display the fact that many thousands of girls are now earning good wages (too often, as an employer of girl labour sarcastically put it to me the other day, "not 'earning' but 'getting' high wages") who would before the war have depended on a minute dress allowance from parents, and that these flimsy bits of colour are to them a lure that is irresistible. It is a curious development of war time! To advise them to buy useful, lasting clothing, or even to save their spare shillings and to put them into War Loans, would doubtless be futile; yet that is good advice, my dear girlies.

All useful fabrics are extremely dear, and especially so is all material woven out of pure wool, yet we are told by the wise that if we can lay out money for future service we shall do well to buy and put away for autumn a dress length or two, and any woven wool or flannel garments that we shall then need; for if the war goes on, wool will be quite unprocurable for civilian purposes.—FILOMENA.



AERTEX CELLULAR
Defies King Sol and Boreas

Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in **Aertex** Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in **Aertex** Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.

THIS LABEL THE CELLULAR CLOTHING CO LTD AERTEX ON ALL GARMENTS LONDON

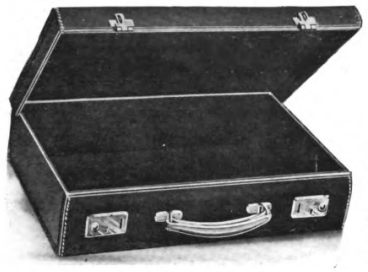
ILLUSTRATED PRICE LIST of full range of AERTEX Cellular goods for Men, Women and Children **SENT POST FREE ON APPLICATION TO THE**

CELLULAR CLOTHING CO., LTD. FORE STREET, LONDON, E.C.2

A Selection from List of Depots where Aertex Cellular goods may be obtained:

LONDON.—Oliver Bros., 417, Oxford St., W.
" —Robert Scott, 8, Poultry, Cheapside, E.C
ABERDARE.—J. W. Morris, Commercial St.
BARNSLEY.—Turner & Charlesworth, Cheapside.
BATH.—Crook & Sons, 22, High St.
BEDFORD.—J. & A. Beagley & Co., 5, High St.
BELFAST.—Anderson & McAuley, Ltd., Donegall Pl.
BIRMINGHAM.—J. Wormington, Worcester St.
BLACKPOOL.—I. Whitehead, Abingdon St.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
BRIGHTON.—G. Osborne & Co., 59, East St.
BRISTOL.—G. Standerwick, Triangle, Clifton
BURY (LANCS.)—S. B. Amlder, Bolton St.
CAMBRIDGE.—A. Bolger & Co., Sidney St.
CARDIFF.—E. Roberts, Ltd., 30, Duke St.
CARLISLE.—J. Huthart & Co., Ltd., 5 & 6, Green Market.
CHELTENHAM.—Cavendish House Co., Ltd.
CHESTERFIELD.—H. J. Cook, High St.
CHORLEY.—Ditchfield Meggitt & Co., Market St.
CORK.—O'Regan & Co., 26, Patrick St.
COVENTRY.—Hayward & Son, 17, Broadgate.
CREWE.—J. R. Kelly, 15, Earle St.
CROYDON.—Pickford & Newton, 112, George St.
DARLINGTON.—Waites & Sons, King's Head Htl. Bldgs
DERBY.—W. N. Flint, 14, James St.
DEVIZES. M. Sloper & Co.
DONCASTER.—A. Gamman, 24, High St.
DOVER.—J. Falconer & Sons, 17, Bench St.
DUBLIN.—H. E. Taaffe, 27, Up. Sackville St.
DUNDEE.—Strathtay House, Reform St.
EASTBOURNE.—Bobby & Co., Ltd., Terminus Rd.
EDINBURGH.—Stark Bros., 9, South Bridge.
ETON.—E. C. Devereux, 127, High St.
EXETER.—E. Sebley, High St.
FARNHAM.—H. K. Bentall, 18 & 20, Boro'.
FOLKESTONE.—Lewis, Hyland & Limon.
GLASGOW.—Pettigrew & Stephens, Sauchiehall St.
GLOUCESTER.—C. Morgan, Bank Bldgs.
GRANTHAM.—Tryner Lynn, 70, High St.
GRAVESEND.—T. Smith, 30, New Rd.
GREENOCK.—Alex. Niven, 6, West Blackhall St.
GRIMSBY.—J. W. Garrard, 102, Cleethorpe Rd
HALIFAX.—R. Hume, 12, Commarket.
HANLEY.—J. E. Carhart, 38, Piccadilly.
HARROGATE.—W. G. Allen & Son, 6, Prospect Crest.
HASTINGS.—Lewis, Hyland & Co., 213, Queen's Rd.
HUDDERSFIELD.—W. H. Dawson, 22, New St.
HULL.—T. Gillett, King Edward St.
HYTHE.—J. C. Cole, 15, High St.
ILFORD.—A. Shorland, Ltd., 187, High Rd.
ILFRACOMBE.—J. Pugsley & Son, 21, High St.
IPSWICH.—J. H. Grimwade & Son, Cornhill.
JARROW.—H. Gobler & Co., 76, Ormonde St.
KEIGHLEY.—F. Pearson, 25, Low St.
KENDAL.—R. W. & T. K. Thompson, 44, Finkle St.
KING'S LYNN.—Jones & Dunn, 36, Market Place.
KINGSTON-ON-T.—P. Harrison, 16, Thames St.
LANCASTER.—R. Stanton, 17, Cheapside.
LEAMINGTON.—Nevill Strange & Co., Parade.
LEEDS.—Hyam & Co., Ltd., 43, Briggate.
LEEK.—J. Sutton, 15, Stanley St.
LEICESTER.—T. E. Snowden, 6, Gallowtree Gate.
LEIGH (LANCS.).—W. Ince, Bradshawgate
LIVERPOOL.—Watson Prickard, 16, N'th John St.
LLANDUDNO.—H. A. Shilton, Lloyd St.
LONDONDERRY.—Irvine & Co., Ltd.
LYMINGTON.—Elliott & Son, High St.
MAIDSTONE.—H. Taylor, 34, Week St.
MANCHESTER.—G. W. Rickards, Old Millgate.
MANSFIELD.—J. C. Bradley & Co., Church St.
MEXBORO'.—R. Brown, 47, High St.
MIDDLESBORO'.—A. W. Foster, 74, Linthorpe Rd.
NEWCASTLE-ON-T.—Emerson Robson, 74, Grey St.
NEWCASTLE (STAFFS.).—Henry White.
NOTTINGHAM.—Dixon & Parker, Ltd., Luster Gate.
OXFORD.—W. E. Fayers, 12, Queen St.
PLYMOUTH.—Perkin Bros., 13, Bedford St.
PORTSMOUTH.—F. C. Bentall, 102, High St.
PRESTON.—R. Lawson & Sons, 131, Fishergate.
RAMSBOTTOM.—W. Barlow, Bridge St.
READING.—Reed & Sons, Ltd., 99, Broad St.
ROTHERHAM.—F. Gilling, College St.
RUNCORN.—A. Dodd & Co., Regent St.
ST. HELENS.—Smith's, 51, Church St.
SALISBURY.—Larkam & Son, Canal.
SHEERNESS.—Temple Bros., 48, High St.
SHEFFIELD.—Colver & Co., Ltd., Market Pl.
SOUTHAMPTON.—Batten & Sons, Above Bar.
STOCKPORT.—W. C. Fleming, 10, Underbank.
TORQUAY.—J. F. Rockley, Ltd., 49, Fleet St.
WARRINGTON.—J. E. White, 22, Sankey St.
WEDNESBURY.—E. P. Brown & Co., Ltd.
WESTON-S.-MARE.—E. Hawkins & Co., 33, High St.
WIGAN.—Jackson & Smith, 42, Wallgate.
WOLVERHAMPTON.—Hyam & Co., Ltd., Dudley St.
YORK.—Anderson & Sons, 33, Coney St.

Harrods



LEATHER CASES

THE oftener one visits Harrods, the more sharply one appreciates the unending variety presented.

Whatever is obtainable at all is obtainable at this great House, in a Quality to trust and of a Value to depend upon.

ATTACHE CASE
IN COWHIDE.
S.A. 273. Hand-sewn and fitted with reliable double-action lock.

12 in.	21/6
14 in.	25/6
16 in.	29/6
18 in.	33/6

The 12 in. size has 1 lock, larger sizes have 2 locks.

WEEK-END CASE FOR LADIES
Made in Harrods own workshops. Fitted with drawn pockets for bottles, brushes, &c. Made in blue, green and purple Morocco, lined Moire Silk, or in dark brown hide, lined brown, green or purple

16 in. long	£4 9 6
18 in. ,,	£5 0 0
20 in. ,,	£5 9 6
22 in. ,,	£5 19 6
24 in. ,,	£6 12 0

16 in. has 1 lever lock, and 24 in 2 lever locks.



Harrods offer a great choice of GladstoneBags, Portmanteaux, and Travelling Cases of finest Quality.

HARRODS Ltd — *Woodman Burbidge Managing Director* — LONDON SW 1

THE FINEST HOUSE FOR "SERVICE" SUPPLIES.

You need never get worried over your equipment. Go straight to **GAMAGES** at Holborn, where your wants will be satisfied.

Uniforms, Camp Furniture, Boots, Underclothing, Service Watches, Binoculars, Compasses, etc., etc.—in fact, anything and everything for "service" of superior quality can be obtained there. Uniforms are made to measure and Kits completed at 24 hours' notice. The finest fit and style guaranteed.

Illustrated is the "SUMMER" Trench Coat. It is made from a specially prepared fabric scientifically treated by a new process. Rainproof to a degree hitherto unattainable. Smartly cut and well-tailored. Light in weight. Lined same material as outside and interlined oiled fabric. All sizes kept in stock. The price of this most serviceable Trench Coat is 70/-, post free U.K. This is a typical example of Gamage quality and value.

A copy of their Naval and Military List, which has 74 pages fully illustrated, should be in the possession of all officers. Write for a copy, sent post free.

Officers in London Hospitals desiring new Kit can see a representative by arrangement. Write Gamages, Holborn, E.C.1 or 'phone Holborn 2700, and you will receive every attention. Terms nett cash.

Petrol Economy with the

CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1



The Palmer Cord

Foundation—the famous foundation which consists of rubber-insulated friction-free interwoven strands—yields ten per cent. more mileage per gallon.

PALMER CORD TYRES

Made in all sizes with the three-ribbed rubber and the steel-studded treads.

Write now for the Booklet, "Palmers, Petrol, and Power," which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

THE PALMER TYRE, LTD.,
119-123 Shaftesbury Ave., London, W.C.

Branch Depots:
BIRMINGHAM; COVENTRY; GLASGOW; LEEDS; MANCHESTER; NOTTINGHAM.

INEXPENSIVE CRÊPE-DE-CHINE FROCKS.

WITH a view to the present need for economy we have designed a number of attractive and inexpensive silk frocks, similar in character to the garment illustrated. These frocks are made in our own workrooms on the premises, adapted from the newest Paris models, and are so daintily finished that they are suitable for both afternoon or Restaurant wear.

AFTERNOON GOWN, in good quality Crêpe-de-Chine, dainty bodice cut on simple lines finished with novelty silk ribbon in contrasting colourings and sash of self material with fringe. Plain, well-cut, straight-hanging tunic skirt. In navy, black, and a few good colours.

Price £5 18 6



MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W 1

NOTE—This Establishment is closed on Saturdays.

Write for New Spring & Summer Catalogue of Corsets, Lingerie, Baby Linen, &c.



Le Facile Corsets

mould the figure upon correct lines yet are the acme of comfort. Illustrated above is No. 40, an elegant model in Silk Broche, trimmed with ribbon and silk motifs suitable for a well-developed figure; elastic gores to give freedom below hips, two sets of silk suspenders.

Sizes 24-30 ins. Price *35/9*

Robinson & Cleaver Ltd

The Linen Hall, Regent Street, London, W. 1.

NEW NOVELS.

"Impossible People." We all know Mrs. George Wemyss's delightful children. They are the water-colour drawings of the novel world, modern in spirit, but Kate Greenawayish in style. "Impossible People" (Constable) is not a book about impossible young people; Diana, Googlie, and Toby being entirely credible, with a delicious individuality of their own. Then was there ever such a maid as Milly since the Marchioness captivated Dick Swiveller? "Milly sat on the stairs waiting. . . . She had many things to think about, and from the stairs she could look out through the window on to waving tree tops — scurrying clouds. She could see birds, and forget she was a housemaid. There was no beauty to her in dust—unless it danced in a beam of sunlight; then she loved it." It will be seen that there are friends to be made and loved by the right-minded person who reads "Impossible People." We ought to add that there is also a good plot, well thought out, and carried to a charming conclusion.



DURING THE GERMAN OFFENSIVE: TOMMIES RESCUING A BED-RIDDEN OLD MAN WHO WAS LEFT IN A SHELLED VILLAGE.—*[Official Photograph.]*

"The Devil's Stairs." "Everybody slips who treads upon the devil's stairs." The proverb furnishes text for the homily and title for the story blended by Mrs. Stanley Wrench in a book that has a fixed idea, but presents it with considerable variation. The stairs of the devil have, surely, a sin to every tread; but Mrs. Wrench gives us only the betrayal of women by their youth and their desires. A family where mother and two daughters—respectable folk all—alike went astray on the threshold of womanhood might almost seem to make a hobby of producing illegitimate stock. The point made in Barbara's case is that she was a young person in whom the maternal instinct was peculiarly highly developed. Her mother was simply light; and Jess, her sister, was the victim of a passing passion for a worthless and vicious yokel. "The Devil's Stairs" (Duckworth) is not altogether a sound novel. Nobody, in reading it, would guess how wide are the stretches of life where guilty loves have never set their footprint—plains of a monotonous level, perhaps, but more fruitful soil than the devil's stairs could ever be. And nobody would perceive, through its pages, that (in spite of Pope and Mrs. Wrench) chaste women are the rule and not the exception in a British community.

"Sands of Gold." An Egyptian setting makes a romance go with a swing, as novel-readers have known since the days of the "Nile Novel" on. A lunatic asylum is another proposition, and wants very careful handling—unless you are out for reform, or can make lunacy into something comic, instead of being tragedy. Miss Kathlyn Rhodes has succeeded very well with her delicate subject. It is not a nice idea—the doctor's daughter in love with one of his mental patients—but she has made it both romantic and unoffending, albeit at the expense of actualities. Egypt is her trump card, and she plays it triumphantly. It is impossible to find a story sordid that is set in a golden desert, where picturesque Arabs, fragrant coffee and luscious fruits, and a great gift of music are used, each in turn, with as much skill as variety. "Sands of Gold" (Hutchinson) is a love story with a plot that may or may not be convincing. It is certainly a well-written and richly coloured novel, which deserves the popularity we predict for it.

"Mary of the Winds." "Mary of the Winds" (John Murray) is a collection of sketches of Irish folk and their folklore. They are written down, says "Evedeen," who writes them, just as they happen to be remembered. The author has, then, a gift of graceful and literary remembrance. The language is "the Irish," put into English, of course. "Down sat he on the grass facing herself, and the stir of his limbs was as silent that day as the hush of the winds." This in a legend of Mary who lost her soul to the Devil—Mary of the Windy Gap, in the far Kerry hills. "'Tis now a gay place above," says one of the people of another story, "for all the young of the world are straying there straight from the battlefield." Which is what Katherine Tynan, who has also the soft Irish singing voice, says too: "Now Heaven is by the young invaded, Their laughter 's in the place of God." There is, indeed, much in common with all Irish poets and poetesses in the work of this little volume

JUBOL

Overcomes Constipation.

Prevents Hæmorrhoids.



MEDICAL OPINION:

RE-EDUCATION OF THE INTESTINE

Jubol is a scientific physiological laxative agent. It effects the re-education of the intestine by means of the biliary extracts and active principles of all the intestinal glands of which it is composed.

The complete treatment for the "re-education" of the intestine usually extends over six months. It can be prolonged, if necessary, without the least inconvenience. It is never contra-indicated, does not become a habit, and is suitable for sufferers at all ages and in all circumstances.

Re-education of the Intestine.

Recommended by the Medical Profession in England & Abroad.

JUBOL, Price 5/- per box (complete course of six boxes, 29/6). Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

URODONAL



"Before taking URODONAL I was a helpless invalid."

MEDICAL OPINION.

"Unfortunate sufferers from chronic rheumatism, gravel, gout, sciatica, arthritic migraine, renal or biliary colic can obtain immense relief by taking URODONAL, which will thoroughly eliminate the uric acid from their system. A course of treatment occasionally—at the rate of three teaspoonfuls a day in half a tumblerful of water between meals—is generally sufficient to prevent relapses."

Dr. de DREUIL, Paris Medical Faculty.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia & New Zealand: BASIL KING, Malcolm Bldg., Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma & Ceylon: G. ATHERTON and CO., 8, Clive Street, Calcutta.

RHEUMATISM.
MIGRAINE.
ACIDITY.
OBESITY.



"But since taking URODONAL I have enjoyed perfect health. I shall never be without it!"

Ration Hints—I.

Don't restrict your use of Lea & Perrins' Sauce to MEAT; try it with VEGETABLE and with EGG Dishes, CHEESE and other War-time fare.

Lea & Perrins



Stephenson's Furniture Cream

"Does not fingermark."

Every "Swan" carries a definite guarantee.

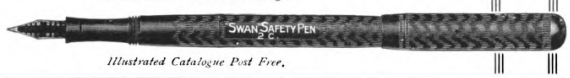
This guarantee is unlimited—the measure of our confidence in the "Swan." The guarantee provides that we shall keep your "Swan" in perfect working order throughout its lifetime. Parts broken by accident or ill-usage are replaced at a nominal charge.

AT PRE-WAR PRICES FROM 10/6

"SWAN" PEN

SOLD BY STATIONERS AND JEWELLERS.

MABIE, TODD & CO., LTD., London.
Manchester: Paris, Zurich, Sydney, Toronto, &c.
Associate House—New York and Chicago.



Illustrated Catalogue Post Free.

The FRENCH Natural Mineral Water.

VICHY-CÉLESTINS



for disorders of the LIVER: GOUT, GRAVEL, DIABETES, RHEUMATISM and all ailments arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

FRENCH GOVERNMENT

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

Wholesale Agents: INGRAM & ROYLE, Ltd., Bangor Wharf, Belvedere Road, London, S.E.; and at Liverpool and Bristol.

HIMROD'S ASTHMA CURE

If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal

HIMROD'S CURE FOR ASTHMA

At all chemists 4/3 a tin.

SEEGEROL

FOR GREY OR FADED HAIR

"You simply comb it thro'"



Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, 2/6 the flask. Of all Chemists, Stores or Hairdressers, or direct from—SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.



HOSPITAL CHAIRS and Invalid Furniture.

Light, strongly made Chairs, with adjustable backs and leg rests, Bed Tables, Carrying Chairs, Wheeled Chairs, etc. Every care given to carrying out work for special requirements. Book of designs post free on application to B dept. Dryad Works, Leicester.

Harrods SERVICE BOOTS

If more men knew the excellence of Harrods Footwear more men would be enjoying finer Footwear-satisfaction!

ANKLE BOOTS

In stock for immediate wear.

G. B. 89.—Made of the best Brown Waterproof Calf Leather; tongue carried watertight to the top of leg; soles ¾-in. thick. Leather-lined throughout. Extra strong to stand the hardest wear, yet neat in appearance. Hand-sewn throughout. Half sizes and fittings. **£4 4 0**

Harrods Boot Department is on the Ground Floor, just inside the Doors, and Officers with little leisure will appreciate this undoubted convenience.



KNEE BOOTS

G. B. 705.—Norwegian pattern. Be Waterproof Calf Leather; tongue carried watertight to the top of leg; ½-in. thick soles. Hand-sewn throughout. The boot that has proved the greatest success for Active Service. Black or Brown. Half sizes and fittings in stock for immediate wear **£8 8 0**

HARRODS Ltd *Woodman Burbidge Managing Director* LONDON S W 1

Sources of Success

Success in life as in warfare can only be achieved by energy and persistence. But these all-important qualities in the individual depend upon the maintenance of subtle sources of vitality which must daily be replenished and rebuilt. Every output of energy, every persistent effort, exhausts part of the reserves stored in the body to meet the daily demands, and unless these reserves are quickly replenished the demands of the next day overtake the supply, and loss of efficiency results.



Wherever the nerves or tissues are underfed, or the strength is flagging, 'BYNOGEN' is a valuable and agreeable food.

'Bynogen' Trade Mark Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

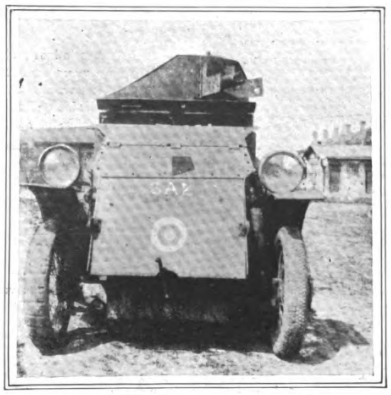
ALLEN & HANBURYS Ltd.
Lombard Street, London, E.C. 3

Established in the City of London, A.D. 1715
B54

THE CHRONICLE OF THE CAR.

The A.A. and the United Council.

The controversy which arose out of the refusal of the A.A. to join in the constitution of a United Council of Motorism does not seem likely to die down. As will be remembered, the Association took its stand on the objectionable wording of Clause III. of the projected constitution, which had the effect of tying the hands of each of the constituent bodies in any case in which the interests of one were apparently opposed to those of another; and the A.A. very properly declined to have anything to do with a Council made up of bodies, each with its own ends to serve, which, if the terms of Clause III. were observed, could hardly be expected to take a wide and impartial view of the greater issues.



WAR-WORN: A LANCHESTER ARMOURED CAR.

The car we illustrate is one of a squadron of Lanchester armoured cars which have been operating under exceptionally bad conditions of service. The Kaiser offered a reward of 20,000 marks for the capture of the Commander, dead or alive. The reward, it may be remarked, has not been claimed.

Publicity having been given to the refusal, there at once followed explanation and counter-explanation, which, truth to tell, did not do much to clear the situation; and we were left wondering if the whole scheme of a United Council, which has much to commend it on general principles, were destined to be wrecked. Recently, however, the Council made certain advances to the A.A., suggesting that the constitution as at first drafted might be modified to meet the views of the latter. The answer of the A.A. is a flat negative. In the words of its letter to the Council, it has nothing to add to its first communication refusing to come in. It takes the view, apparently, that the Council is an entirely superfluous affair, and that the main objects of its terms of reference can be achieved perfectly well by the calling of detached conferences of the bodies most nearly concerned as and when occasion may arise.

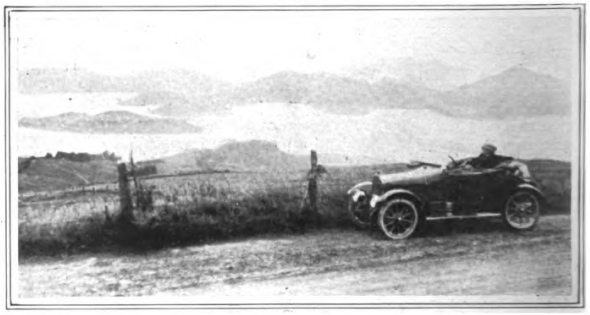
Personally, I am inclined to dissent from the attitude taken up by the Association. I do not see what more the executive of the Council could have done than offer to reopen to discussion the whole matter of the constitution; so that on this count it seems to me that the Council is entitled to claim that it has put itself in the right. Of course, there is much more in it than the simple question of Clause III. If that were all, it is quite clear that the A.A. could, without any loss of dignity, consent to the reopening of the whole business. But it has put itself into direct conflict with the whole of the bodies at present adhering to the Council by its statement of opinion that the latter is, in effect, an altogether redundant organisation. More than that, I venture to think that it runs counter to the whole body of motoring opinion, which certainly seems to favour the idea of a central "Parliament of Motoring." Not that I think we want a permanently sitting Council with plenary powers to run all the affairs of motoring—trade, sporting, and everything. But I do think the ideal of a permanently constituted body, with all the machinery ready and perfected to deal with questions as they arise, is far better than that of the detached conference, which would take time to call and get into working order. It is perfectly easy to see that under the latter system—or want of system—matters of considerable gravity might get themselves settled in a manner adverse to the general interest while the bodies concerned were getting ready to talk about them.

On balance, then, I am very strongly of opinion that the A.A. should respond to the advances of the Council in a more reasonable spirit than it displays at the moment. I do not say it ought, whether or no, to join in, but at least it should meet and discuss matters along the lines I have indicated.

Home-Produced Fuel.

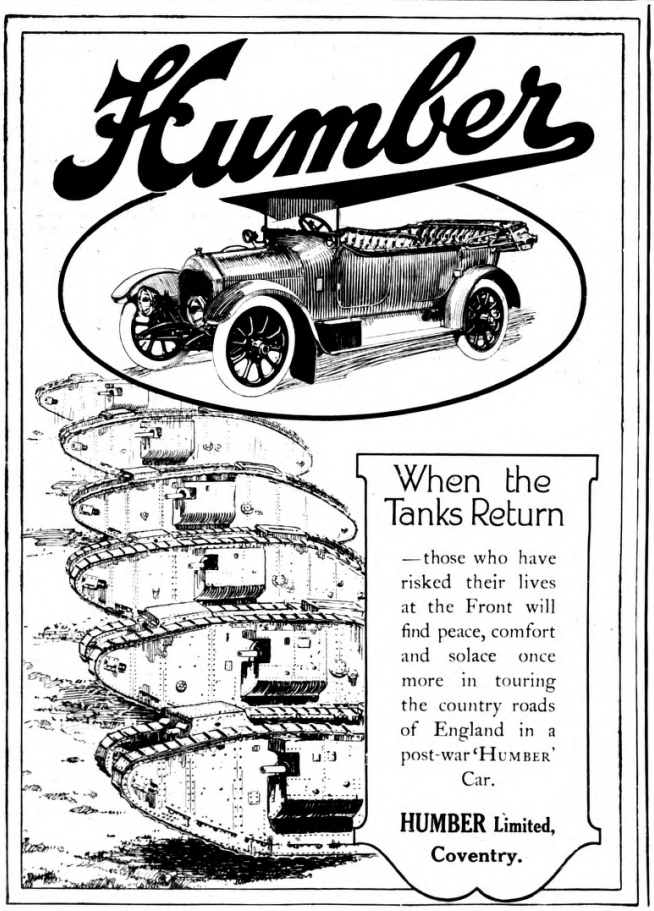
I have heard reports recently of most successful results having accrued from the experimental treatment of shales and cannel-coal for the recovery of fuel-oils. There are at least two small plants now running in London, and, even on the scale on which they are working, it is possible to produce the heavier grades of oil at costs which indicate that the processes employed have more than a chance of real commercial success. Of course, they are working under the greatest handicaps of transport and labour difficulties; but, even so, the percentage of fuel-oils recovered, together with the figures relating to by-products and residues, are sufficiently good to make it certain that in the shale and cannel-coal deposits we have all the

(Continued overleaf)



A "SWIFT" CAR IN NEW ZEALAND: ON THE TOP OF MT. CARGILL.

This photograph illustrates a 10-h.p. Swift car, on the top of Mt. Cargill, coming out of Dunedin Harbour, which is seen in the foreground. Port Chalmers is seen on the left, on a small peninsula, and Otago peninsula is opposite. The photograph was taken at 7 a.m., when the sea glistened in the morning sun.





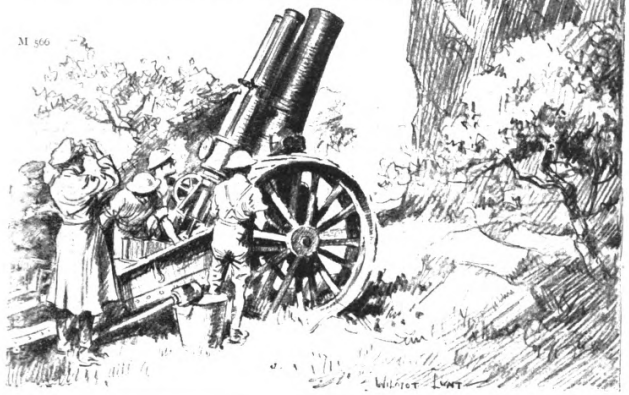
Aiming High

The higher the aim, the longer the shot. In like manner does the manufacturer who aims high, get farther than those who are content with a standard of mediocrity

Wood-Milne
Motor Tyres

represent the highest achievement of the British Tyre manufacturer. They seek no favour, but are content to be judged solely by results. The "High Aim" constantly kept in view throughout all stages of manufacture, renders the result certain.

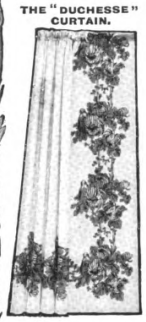
WOOD-MILNE, LIMITED
21, ALBION ST., GAYTHORN, MANCHESTER
Telegrams: "Wudmiln," Manchester. Telephone: City 8774
London, Preston, Leeds, Birmingham, Bristol, Newcastle, Glasgow, Dublin, Belfast, &c.; Calcutta, Bombay, Johannesburg, Vancouver, &c.



The Home Beautiful

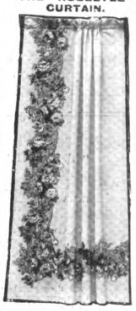
Telegrams: "Greatly London." **ARTISTIC FURNISHINGS** Telephone: 1829.1830. Battersea.
CURTAINS, COVERS, CARPETS.

THE "DUCHESSE" CURTAIN.



Resist Tropical Sun. "Sunproof" UNFADABLE FABRICS Sea Air and Washing

THE "ROSELYLE" CURTAIN.



SUITABLE FOR CURTAINS AND COVERS.

"SUN-VEIN" COTTON, 31 ins. wide, from 1/4½ per yard.
"SUN-BRAE" TWILL, 50 ins. wide, from 2/3 per yard.
"SUN-WEAVE" COTTON, 50 ins. wide, from 3/11 per yard.
"SUN-CREAL" REP, 50 ins. wide, 3/11 per yard.
"SUN-SHEEN" CASEMENT CLOTH, 50 ins. wide, 4/3 per yard.
"SUN-DOYLE" TAFFETA, 50 ins. wide, from 5/9 per yard.
"SUN-BRIGHT" SATIN, 50 ins. wide, from 5/6 per yard.
EVERY LENGTH GUARANTEED.

THE "DUCHESSE" CURTAIN.
Applique of chrysanthemums on Bolton Sheeting. 3¼ yards long, 45/- per pair.

THE "ROSELYLE" CURTAIN.
Applique in chintz colourings on Bolton Sheeting 3¼ yards long, 37/6 per pair.

THE "MARLBOROUGH" SETTEE.
Particularly comfortable and thoroughly well upholstered. Length 6 feet. Covered in a material at 2/11 per yard, £21 15 0

CRETONNES.
CRETONNES, 31 ins. wide, from 1/0½d. to 3/6 per yard.
PRINTED COTTONS, 50 ins. wide, from 2/9 to 9/11 per yard.
TAFFETAS AND OMBRES, from 2/6 to 14/11 per yard.



CASEMENTS.
CASEMENT COTTON, 31 ins. wide, 11½d. per yard.
DORA CASEMENT CLOTH, 31 ins. wide, 1/2½ per yard.
MALVA CLOTH, 50 ins. wide, 1/9½ per yard.
CINGALEE CLOTH, 2/8½ per yard, 50 ins. wide.

PATTERNS POST FREE.

Williamson & Cole Ltd
HIGH STREET, CLAPHAM, S.W. 4.

Hereford—The English Rheims



The House of Bulmer, famous the world over for Ciders of quality, has now produced that delicious "**POMAGNE**," that has brought new delight to Champagne and Cider drinkers. There will be found in Bulmer's Sparkling "**POMAGNE**" all the exhilarating and health-giving properties which attract the Champagne Wines of Rheims, their manufacture in each case being identical.

Price List and Particulars will be forwarded on application to

H. P. BULMER & CO., HEREFORD.

Wholesale London and Export Agents: FINDLATER, MACKIE, TODD & Co., Ltd., London Bridge, S.E.1.

The Super-Champagne Cider de Luxe
POMAGNE



DENBY
MOTOR LORRIES

1-2-3 and 5 Tons Capacities

The Denby is able to use a smaller motor and save you fuel expense, because the power losses with the internal-gear axle are so much less than with any other form of drive.

The only power you are interested in is the usable power delivered at the wheels. And Denby delivers its greatest power at the slower speeds, when the load is heavy or the road rough.

That is only one of a score of points of Denby dominance.

Cable Address "DENTRUX."

Cable Codes Western Union and A.B.C. 5th edition.

DENBY MOTOR TRUCK COMPANY,
Detroit, U.S.A.

Continued.]

potentialities of at least a partial—if not a complete—solution of the problems of home-produced fuels. I cannot give the exact figures at the moment, but I know what they are, and am quite satisfied of the future of the process employed.

Difficult Starting from Cold.

An inquiry I frequently receive is for a remedy for difficulty in starting the engine when the latter has been standing for some time. Of course, the best remedy for this is the use of a motor spirit of lower specific gravity and greater volatility than the stuff which nowadays goes by the name of petrol. Therefore, the starting difficulty is a real one, and I think will have to be taken in hand by the car manufacturer. In these days of electrical equipment, when current is available on most cars, the most satisfactory solution is in one of the several electric carburetter heaters which have come to us from America.—W. W.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND. { Twelve Months (including Christmas Number), £2 4s. 8d. Six Months, £1 1s. 8d.; or including Christmas Number, £1 3s. 0d. Three Months, 10s. 10d.; or including Christmas Number, 12s. 2d.

CANADA. { Twelve Months (including Christmas Number), £2 6s. 10d. Six Months, £1 2s. 9d.; or including Christmas Number, £1 4s. 1d. Three Months, 11s. 5d.; or including Christmas Number, 12s. 9d.

ELSEWHERE ABROAD. { Twelve Months (including Christmas Number), £2 11s. 3d. Six Months, £1 5s. 0d.; or including Christmas Number, £1 6s. 3d. Three Months, 12s. 6d.; or including Christmas Number, 13s. 10d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2.

THE PLAYHOUSES.

"PEG O' MY HEART," AT THE ST. JAMES'S.

THE heroine it is that makes and has always made the charm of Mr. Hartley Manners' story of "Peg o' My Heart," the country-bred girl who has so much freshness and fragrance and humour along with her ingenuousness; and fortunately she has always found delightful impersonators. Miss Laurette Taylor introduced us to Peg, and was long associated with the character. But the run of the play was so protracted that Miss Moya Mannering seems now quite like an old friend in the part. Her performance at the St. James's, where it has just been revived, is as carefully composed, as engaging, and as laughable as ever; and her supporters, if most of them new to the play, give every satisfaction. A special word of praise is due to the pleasant Jerry of Mr. Gordon Bailey; it must be enough to mention the names of one or two others in the cast—Miss Muriel Burnside, Miss Elizabeth Chesney, and Mr. Albert Sime.

A SHAKESPEARE FESTIVAL AT THE "OLD VIC."

The fact ought not to pass without record that London has not had to go, after all, without its Shakespeare Revival in this fourth year of the war. For many a long day now Miss Bayliss and her helpers have kept the flag flying at the Royal Victoria Hall, where South Londoners have been able to see at cheap rates a series of Shakespearean performances; and by the end of this week a thirty-weeks' season will have been given. Here during the past week we have had what no other London house has given us—a Shakespeare Festival, including on one day "Hamlet" in its entirety. The festival has been continued this week with renderings of "Twelfth Night," "The Winter's Tale," "The Merchant of Venice," "Cymbeline," and "As You Like It."

Wounded men in hospital, obliged to remain there many weeks or months, but yet able to get about, often find time hang heavily on their hands, and long for some occupation, either to prepare for their future career or merely for the sake of interest and mental recreation. Their needs in London are admirably met at Kitchener House, a club for wounded sailors and soldiers at 8, Cambridge Gate, Regent's Park, N.W. 1, under the auspices of the Red Cross and Order of St. John. It was founded a year ago by its Hon. Secretary, an American lady, Miss Heyneman, who also conducts California House for Belgian soldiers. Kitchener House contains a recreation-room, dining-room, and lending library, and classes are held in various subjects, such as shorthand, typewriting, and book-keeping, languages, picture-frame and screen making, wood-carving and metal work, drawing and painting, book-binding, embroidery, basket and toy making, knitting, and fretsaw work. All wounded soldiers and sailors are welcomed, whether they take the classes or not. There are no fees of any kind, but any man able and willing to pay for his meals may do so. Arrangements are made as far as possible to transport the seriously disabled from hospital and back. A similar club is being organised at Bethnal Green, and it is hoped that others may spring up wherever there are hospitals for wounded.

SERIOUS SHORTAGE OF MOTOR DRIVERS
FOR WORK OF
URGENT NATIONAL IMPORTANCE.
500 LADIES WANTED
17 to 45.
TO LEARN IN THE SHORTEST POSSIBLE TIME.
Call or send post-card for full particulars.
THE BRITISH SCHOOL OF MOTORING, LTD.,
Coventry House, Coventry St., Piccadilly, W.
(Opposite Prince of Wales' Theatre.)

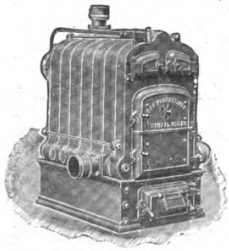
Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.

TRUE RECIPE FOR
BALDNESS
"*I now feel convinced that only very few men, under 60 years, need remain bald*," so says Signor Lavreitzski, a well-known Italian scientific chemist, who has discovered that *Glycophate* in its concentrated form possesses remarkable hair-growing power, and even in 21 days can produce new hair on bald patches that may have been denuded of hair for several years. The revivified growth, it appears, is natural and gradual, whilst the hair is youthful in colour



and strong in texture. Professor Lavreitzski's preparation will in most cases prove its marvellous hair-producing properties in less than a dozen applications. Every man who would like to correct the ugliness of baldness is strongly advised to give *Concentrated Glycophate* a fair trial. It may truly be called a scientific cure for baldness, and is the most reliable method of getting rid of that appearance of "premature age" so often associated with the lack of hair.
Sold in sealed packages, one large size only, 5/6 post free, by the sole Agents in Great Britain, Messrs. CHAPMAN, Ltd. (Suite M), British and Foreign Toilet Depot, 8, Mortimer Street, London, W.1. Also through Boots' Branches, Harrods, Selfridge's, Whiteley's, &c.
N.B.—The reader is cautioned against imitations of the genuine Lavreitzski Hair-Growing Formula.

NEWTON, CHAMBERS
& CO., LTD.
Thorncliffe Ironworks, Near Sheffield.
Established 1793.
Telegrams { "NEWTON, SHEFFIELD." } *Telephone 2200, Two Lines.*
MANUFACTURERS OF ALL KINDS OF HEATING APPARATUS.



BRANCH OFFICES.
LONDON:—Brook House, 10-12, Walbrook, E.C.
MANCHESTER:—Grosvenor Buildings, Deansgate.
LIVERPOOL:—508, Lord Street, W.
SHEFFIELD:—Moorhead.

YOU OUGHT TO KNOW



BEECHAM'S PILLS
ARE
WORTH A GUINEA A BOX.

THE MEXICAN HAIR RENEWER.
Do not let Grey Hairs appear.
Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.
IS NOT A DYE.
Sold Everywhere

Oakey's "WELLINGTON" Knife Polish
The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 9d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c.
Wellington Emery and Black Lead Mills, London, S.E.1

A Laxative and Refreshing Fruit Lozenge
FOR
CONSTIPATION
Gastric and Intestinal Troubles
TAMAR INDIEN GRILLON
67, Southwark Bridge Road, London, S.E.
Sold by all Chemists, 3/- a box.

GONG SOUPS overcome war-time difficulties. They help to fill the gap caused by the shortage of meat.
Gong Soups

Myers Silver Series
A NIB TO SUIT YOUR HAND
MYERS & SON LTD SILVER SERIES
ALL ADMIRE MYERS' PENS
SMOOTH AND VELVETY, WITH EASY GLIDING ACTION. THE PENS FOR RESTFUL WRITING.
Assorted 6d. Sample Box
OF ALL STATIONERS
Or post free, Sevenpence, from Manufacturers
M. MYERS & SON, Ld., Charlotte Street, Birmingham.

MAZDA
BRITISH-MADE
One thing has been proved—no other lamp made saves more money in lighting, therefore use only Mazda
ELECTRIC LAMPS

DR ROBERTS' POOR MAN'S FRIEND OINTMENT
The Oldest Proprietary HEALING OINTMENT for ALL WOUNDS and CHRONIC SKIN DISEASES. An Ideal Toilet Cream.
Of all Chemists, 1/3, 3/-, 5/-; or for stamps from BEACH & BARNICOTT, Ltd., Bridport, Dorset, England.

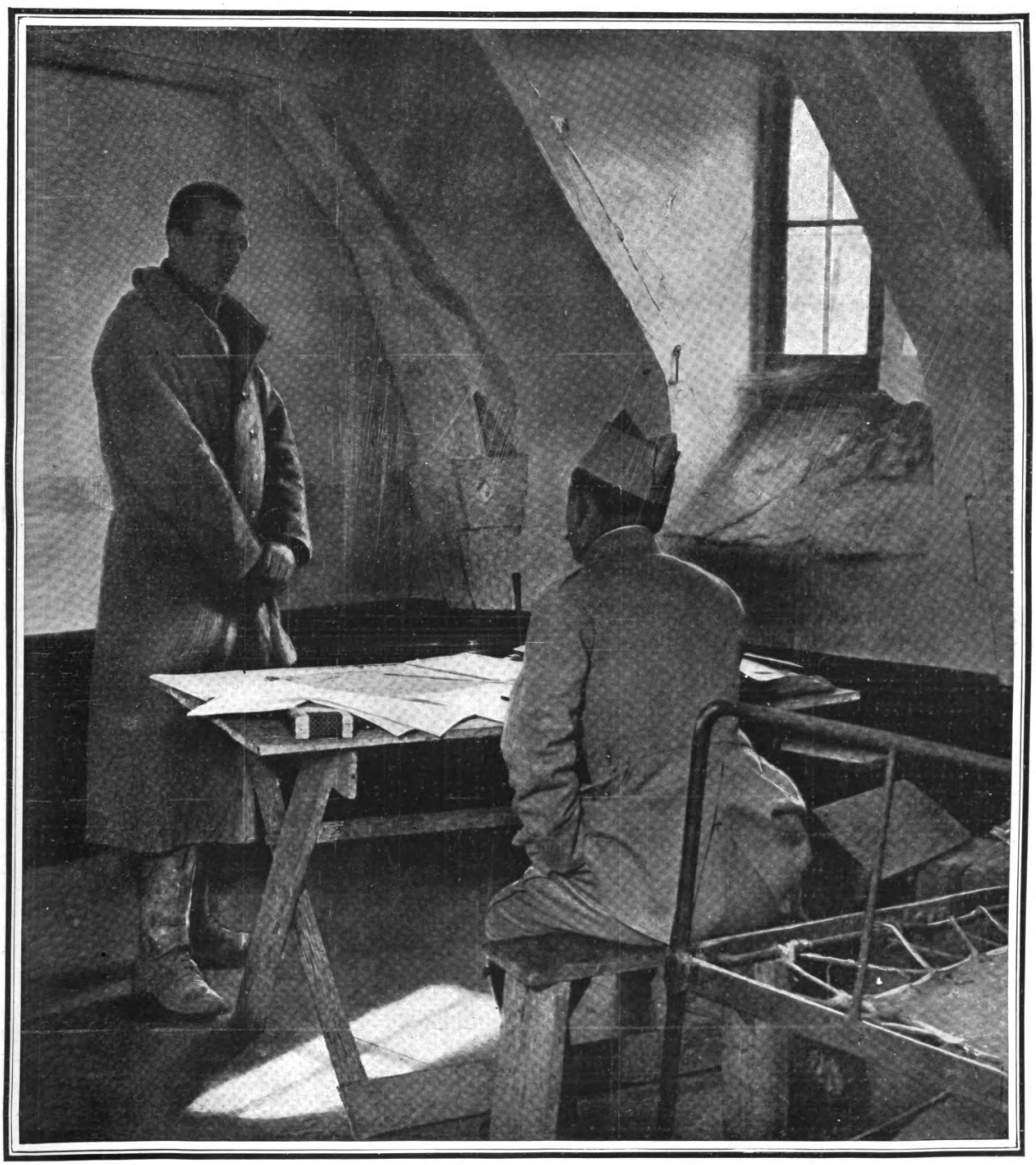
LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2—SATURDAY, MAY 4, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4125. – VOL. CLII SATURDAY, MAY 11, 1918. NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



SEEKING INFORMATION AS TO THE ENEMY: A FRENCH OFFICER EXAMINING A GERMAN PRISONER.

When a prisoner is taken at the Front, he is always brought before an officer to be interrogated. Prisoners, of course, vary very much both in character and mental capacity. Some are indiscreet and quite willing to talk, while others are obstinately taciturn and are careful not to commit themselves. In the former case, it may be possible to extract useful items of information. It is the business of the officer who interrogates a prisoner to make him as communicative as possible, a task requiring tact and judgment.

FRENCH OFFICIAL PHOTOGRAPH.

ALL THE WORLD OVER: WAR SCENES ON SEA AND LAN

PHOTOGRAPHS No. 1 SUPPLIED BY ILLUSTRATIONS BUREAU; NOS. 2, 3, 6, AND 12, BRITISH OFFICIAL; No. 4 ITALIAN O



OUR POWERFUL ALLY IN SOUTH AMERICA: A GROUP OF THE BRAZILIAN AIRMEN WHO HAVE ARRIVED IN ENGLAND FOR SPECIAL TRAINING.



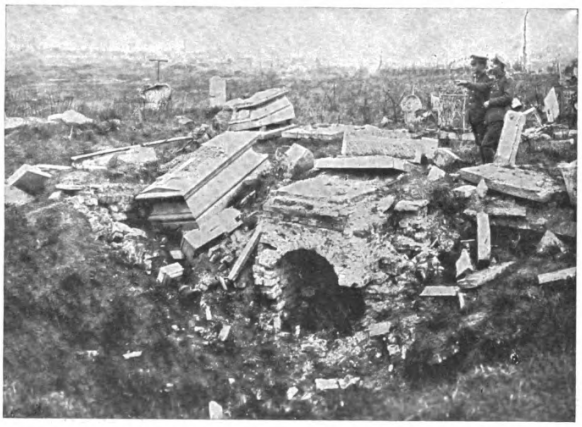
TANKS AT THE FRONT AS DISPENSERS OF MILITARY MUSIC: A TANK BAND AT A HELPING TO CHEER UP REFUGEES FROM THE BATTLE AREA.



THE NEW BELGIAN STEEL TRENCH-SENTRY HELMET: THE VIZOR UP.



WITH GENERAL MARSHALL'S TROOPS IN MESOPOTAMIA: MEAT RATIONS FOLLOWING THE ARMY.



THE GREAT BATTLE—GERMAN SACRILEGE, SHEER AND WANTON: SOLDIERS OFF DUTY LOOKING ROUND IN A DESECRATED CEMETERY.



FROM ACROSS THE ATLANTIC—U.S. WAR DEVELOPMENTS: RED CROSS WORKERS WHO H UNDERTAKEN TO SUPPLY PASSING TROOPS *EN ROUTE* WITH COFFEE AND CIGARETTES

Brazil is doing her part as an Ally in the Great War. Brazil war-ships are aiding to watch the seas off the South American coast; military preparations are in hand; and, as the first photograph shows, Brazilian airmen—countrymen of the famous Santos Dumont—are in England, in training.——The third illustration shows the mould-loft in a great Tyne shipyard—the special workshop in shipyards and dockyards where by means of battens of wood, fitted together in curves or as required, model sections of parts of a hull are made, life-size, the battens being shaped and fixed to correspond with lines marked down with chalk on the boards of the mould-loft floor.——One of the many anti-U-boat methods of firing the "depth-charges" used by the Allies is seen in No. 4.

ID THE DISASTROUS RACE-COURSE FIRE AT HONGKONG.

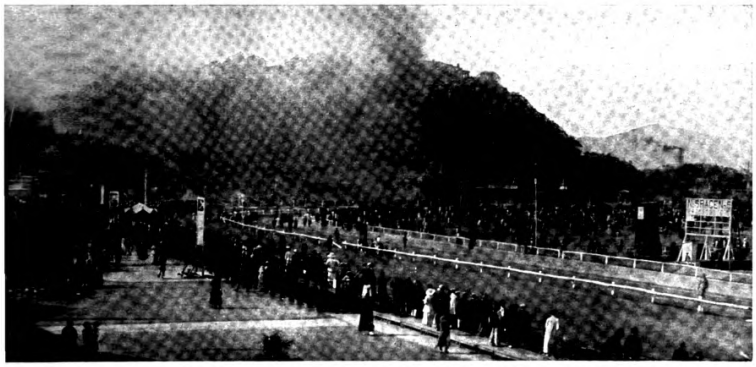
AND 8, SUPPLIED BY C.N.; NO. 9, CANADIAN WAR RECORDS; NOS. 10 AND 11, SUPPLIED BY NEWSPAPER ILLUSTRATIONS.



YNE SHIPYARD—THE MOULD-LOFT, AN INDISPENSABLE CONSTRUCTOR'S DEPARTMENT: SHAPING LIFE-SIZE MODEL DETAILS FOR THE BUILDING SLIPS.



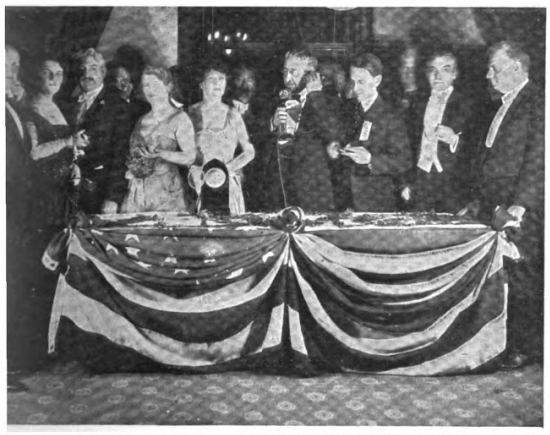
A SPECIALLY EFFECTIVE DEVICE FOR DESTROYING U-BOATS: AN ITALIAN DEPTH-CHARGE "DROPPING GEAR" READY LOADED.



AT THE BRITISH HEADQUARTER STATION IN THE FAR EAST: HONG-KONG RACECOURSE FIRE DISASTER WHEN OVER 600 LIVES WERE LOST—THE COLLAPSED STAND BURNING.



THE NEW BELGIAN STEEL TRENCH-SENTRY HELMET: THE VIZOR DOWN.



I.S.: MR. MARCUS M. MARKS, THE NATIONAL DAYLIGHT SAVING ASSOCIATION PRESIDENT, NING TO THE METROPOLITAN TOWER AT 2 A.M. TO ADVANCE CLOCKS AN HOUR.



THE GREAT BATTLE—AMONG REFUGEE PEASANTS, FLEEING FROM A DEVASTATED AREA: KINDLY ENCOURAGEMENT FROM BRITISH SOLDIERS.

cylindrical, shaped cases are shown ready to launch overboard from twin, scoop-shaped trays of half-tube section, the "dropping-gear."—— The mediæval shape of the Belgian sentry helmet, with d vizor, seen in the fifth and eighth illustrations, resembles closely the historic "war-hats" of the burgher-guard of Ypres in old-time Flemish campaigns.——The fire disaster on Hong-Kong ourse (Illustration No. 7) took place during a meeting in February, and resulted in the loss of some 600 lives and injuries to nearly a hundred people, mostly Chinese, Japanese, and Indians. A crowded suddenly collapsed, and the bamboo and matting of which it was built was set on fire by the restaurant cooking-stoves in the basement, whereupon the wreckage blazed up like a bonfire.

THE HEROISM OF THE STOKEHOLD.

By ARCHIBALD HURD.

IT would be invidious to draw distinctions between the various kinds and degrees of heroism which this war has revealed, but the story of the twin-raids on Zeebrugge and Ostend enforces one of the lessons of the Battle of Jutland to which Admiral Sir David Beatty directed attention in his despatch. A high place on the roll of British heroes must be given to the engineers and their staffs of the ships of war as well as the ships of commerce which are confronting the enemy. Every normal man would prefer, if he had the choice, to confront his fate under God's sky rather than in a cramped space, whether it be a jolting tank, a noisy engine-room, a boiler-room with its stifling air, or a mine. The position of those who work below decks is exceptional, because their chance of escape in case of disaster is small. When the war closes we shall learn the impressive figures of the number of engine-room hands killed outright by enemy submarines, the crash of the torpedo coming as the signal of death.

A large number of ships of all sorts and conditions took part in the raid on the Belgian ports which the enemy occupies. Each vessel was propelled by engines, and those engines had to be tended and the steam in the boilers maintained. The courage which leads men to volunteer for service below deck in such conditions must be of a very high order, and yet these men look like ordinary individuals. In normal circumstances, the engine-room or stokehold of a vessel at sea cannot be accounted a place of leisure or pleasure. It is difficult to imagine the conditions which exist when some perilous operation like the recent raid is being carried out. Picture the stokehold of *Vindictive* as she drew in towards the Mole at Zeebrugge. She was an old ship, with old engines and old boilers; and on her speed, particularly on the return voyage, depended in large measure the lives of all on board. A bump told the men below that she was alongside the Mole, and then followed an ordeal such as few human beings have, perhaps, ever experienced.

Stripped to the waist, singing, joking, and perspiring, they carried on as though no great arbitrament were proceeding close at hand. But the sound of crashing shells, the orders of officers, and the cries of the men in fierce combat reminded them of the deadly work which was going on. Now and again news came down indicating how things were going, but in the main the men below decks knew little of what was happening until *Vindictive*, battered and torn by many shells, at last returned to port. Perhaps an artist will some day depict the scene as these men fed the fires and tended the engines while the old cruiser made her way home, the target of enemy guns. Speed meant life, and the men worked in full realisation of all that depended upon their efforts. It is reported that when the Engineer Commander entered the boiler-room later on and asked the Artificer Engineer in charge what he had to say about his men, the reply was laconic: "I am not going to say anything for them or anything against them; but if I was going to H—l to-morrow night I would have the same men with me."

And so with the Merchant Navy. When a ship is torpedoed by a pirate craft without warning, it is not infrequently in the engine-room that the explosion occurs—a dull thud, a deafening crash, and men who have hazarded their all have made the greatest of all sacrifices. While the war is in progress we cannot hope to keep pace with the rising story of its heroism, but some day we shall know the debt which is due to the men of ships of war and ships of commerce who have remained faithful unto death.

WILL AMERICA PRODUCE A GREAT GENERAL?

By E. B. OSBORN.

GERMAN humourists have been using their slapsticks on the American Generals. If we were to accept the current German view of the all-round incompetence of General Bridges, General Pershing, and the rest, we should have to believe that an American leader in the field, when opposed to a product of the German War Academy, would have "no more chance than a cat with tallow legs would have if chased through hell by an asbestos dog." The similitude is a characteristic scrap of American humour, and far beyond the capacity of any Ber'in compiler of jokes for the million: and it will not be surprising if Ludendorff's picked commanders find the American leadership, when it matures, as difficult to cope with as one of George Ade's fables in slang would be to a German professor.

For such is the adaptability of the American mind, and its quick, practical intelligence, that the new men for a new necessity have always been speedily forthcoming. "We are born haters of routine, and always at our best in facing the unexpected," said the late William James to the writer, who has not the slightest doubt that the very unexpectedness of America's participation in this world-war, intervention in which was unthinkable three years ago, will cause great leaders to be produced—improvised, if you will—who can use the American armies as weapons of power and precision. It was so in the War of Independence, which created the military genius and shrewd staying-power of George Washington. It was so in 1812-14, when Andrew Jackson was evolved, that crafty and indefatigable commander who compelled the surrender of a British army. It was emphatically so in the Civil War, which was as fertile in the production of leaders of genius as the Napoleonic era in France—perhaps more fertile, seeing that the all-dominating personality of Napoleon, a master of detail, tended to repress the development of original gifts in his Marshals.

Both the North and the South produced great Generals in the course of the first war which can be said to have been waged on the modern scale, having regard to the numbers on either side. The chief lessons of that tremendous struggle are writ in blood-red letters. The result anticipated the recent contention of Freytag-Loringhoven to the effect that the power of absolute decision has now passed away from armies in the field. The economic pull, other things being equal, is the decisive factor. Again, the big battalions prevailed: General Two-to-One was the victor in the American Civil War, as he was in the Franco-German and Russo-Japanese struggles. Finally, the folly of political interference is exemplified.

Jefferson Davis and his associates were constantly issuing orders to the Southern Commanders. Lincoln, on the other hand, was late in learning that war is not the business of a civilian. He sat up many a weary, dreary night over the perplexing pages of Jomini and Clausewitz before he came to that salutary conclusion. Then, having the courage of his new convictions (which was characteristically American), he gave Grant an absolutely free hand, saying, "I neither ask nor desire to know anything of your plans. Take the responsibility and act, and call on me for assistance." The American Generals of to-day, fortunately, are not likely to suffer much from the interference of politicians. President Wilson is deeply read in the history of war, and his own books severely censure the politician who dictates to leaders in the field. If the new Grand Army of the Republic produces Commanders of the calibre of Grant and Sherman on the Northern side, and R. E. Lee, Stonewall Jackson, and Johnstone on the Southern side, there will be no need to fear comparison with the German leadership.

THE HARVEST OF HEDGEROW AND MEADOW.

By S. L. BENSUSAN.

FEW people seem to realise the extent to which the countryside offers us food that, by reason of our ignorance, is allowed to go to waste. We are beginning to use some of the good things, but not enough. Young nettle-leaves, plunged into boiling water to disarm the sting, and then cooked like spinach, are better than what they imitate in point of delicate flavour; the young leaves of the dandelion make an excellent salad; young bracken fronds are second only to the best asparagus. There is a wild spinach of the fields, quite excellent; and what can be better than the wild strawberry (*fragaria vesca*) from which the monarchs of the hothouse and the plebeians of the vegetable garden alike trace descent? The elderberry and the sloe make excellent wine; and so, too, will such despised growths as the mangold and the parsnip.

For years past I have endeavoured to turn some of the good things of field and lane and wood to useful purpose—to revive a few at least of the customs that were common in the days when every housewife consulted some herbal and every country house held its still-room. Time and opportunity do not help us much nowadays, but there is a certain amount of accomplishment. We have our elderberry wine, elderberry cordial, and elderberry jam, this last being made, as a rule, with a mixture of crab-apples. The flower of the elder is excellent in pastry, and elder-flower water is a great eye-wash invaluable to those who sit late over books or in an atmosphere impregnated with tobacco smoke.

The berberis, or barberry, is another shrub that serves a variety of purposes. In the next few weeks it will draw the queen wasps on their return to life and activity after the long winter rest. They will be found round the barberries at all times when the sun is strong, and will be killed by the score, to the great improvement of the fruit prospects. If there should be laurel in the garden and no barberry, the queens will be found round the laurels. The strong smell would appear to be the attraction, and I find that the wasp-pots do best along the laurel hedge. When in the fulness of time the barberries turn from flower to fruit, the berries will make an admirable jam with a slightly tart and piquant flavour. The bark has medicinal values.

There are a score of edible fungi over and above the common and horse mushroom offered by Nature and neglected by man. The only trouble is that you can find many that are poisonous, and it is not easy for the amateur to distinguish between them. In the days when I found time to go hunting the edible fungus I used to carry in my pocket an excellent little book issued by the Board of Agriculture with coloured drawings of all species, the safe and the deadly. Armed with this, I would fill a basket with most delicious dainties that in ordinary circumstances would have been trodden underfoot at sight.

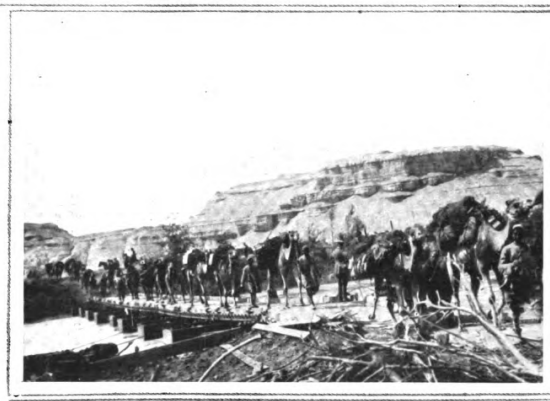
I have known the bullace plums to be left rotting on the branches after late autumn frosts have mellowed them, and crab-apples to fall neglected year after year. I created a mild sensation once by buying up, for my own consumption, a fine crop of quinces from a tree that (said its owner) "aggravated" her. "You see, Sir," she said, "that git kivered o' blossom come the spring an' kivered o' fruit come the autumn, an' neither on 'em any good to anybody." Foolishly, I gave her a pot of quince marmalade, and in the following year the price of the quinces was doubled. But even then the price was low when we remember the quality of the "Cydonian apple"—the Golden Apple that Paris gave to Venus.

A CHECK BEYOND JORDAN: AUSTRALIANS AT ES SALT, SINCE EVACUATED.

OFFICIAL PHOTOGRAPHS.



BUILT BY THE BRITISH TO REPLACE A CONCRETE ONE DESTROYED BY THE TURKS: A PONTOON-BRIDGE OVER THE JORDAN AT EL GHORANIYEH.



WHERE THE TURKS WERE REPULSED ON APRIL 11: THE PONTOON-BRIDGE AT EL GHORANIYEH—CAMEL TRANSPORT CROSSING.



IN THE MAIN STREET AT ES SALT: AUSTRALIAN MOUNTED MEN RESTING.



TWICE ENTERED BY THE BRITISH AND TWICE EVACUATED: ES SALT LONDON SCOTTISH, HEADED BY PIPERS, MARCHING THROUGH.

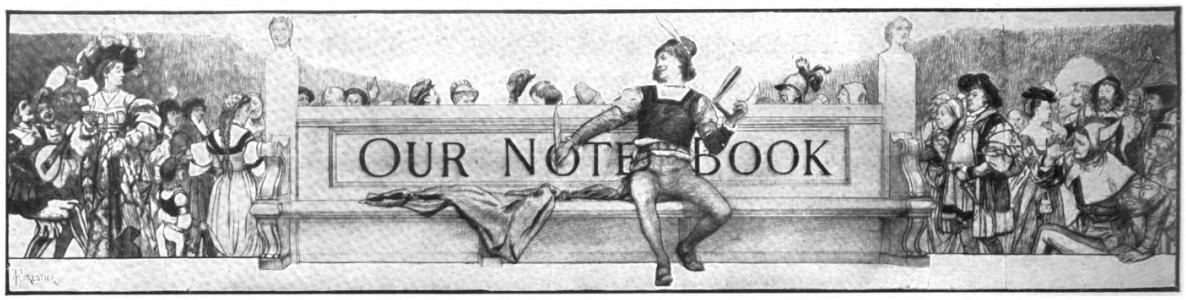


EAST AND WEST MEET OVER A CIGARETTE: A ROADSIDE GROUP AS LONDON TROOPS WERE ADVANCING THROUGH ES SALT AT DAWN.



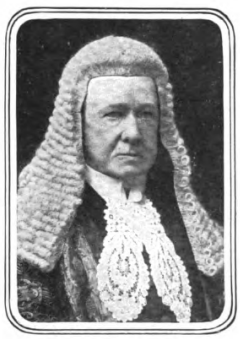
A BRITISH ADVANCE THROUGH ES SALT AT DAWN: STRETCHER-BEARERS WITH CAMEL TRANSPORT ON THE ROAD.

A slight check was sustained recently by the British forces operating in Palestine on the Jordan front, a few miles north of the Dead Sea. On May 6 the War Office announced: "During the night of May 3 our advanced troops holding Es Salt were withdrawn, and the force east of the Jordan was established on a line covering the principal passages of the river. The bulk of the troops were subsequently withdrawn over the river, leaving strong detachments on the east bank to secure the crossings." British troops crossed the Jordan on March 22 and advanced through Es Salt to Amman, on the Hedjaz railway, and then withdrew, capturing 700 prisoners and 4 guns. On April 11 the Turks attacked our bridgehead at El Ghoraniyeh, but were defeated. On May 1 the British reoccupied Es Salt, but meanwhile the Turks, reinforced from Shechem, attacked a detached brigade watching a crossing 18 miles up the river, and captured 9 guns. The enemy then advanced against Es Salt.



By G. K. CHESTERTON.

THERE still lingers—or rather, lounges—about the world a special type of Conscientious Objector who is luckily in a minority, even in the small minority of Conscientious Objectors. He might more properly be described as an Unconscientious Objector—for he does not so much believe in his own conscience as disbelieve in the common conscience which is the soul of any possible society. His hatred of patriotism is very much plainer than his love for peace. But, just as the instantaneous touch of ice has been mistaken for hot iron, so the unnatural chilliness of his personality is sometimes mistaken for fanaticism. The most horribly unholy and unhappy thing about him is his youth. Most of the more representative Pacifists are old men—and indeed, saving their presence, old noodles. But they are kindly old noodles, and their pacifism is mostly a prejudice left by the last sectarian eccentricities of people who could not wholly cease to be Christians even by being Puritans. These people had always disapproved of what they rather vaguely called militarism, regarding it in some mysterious manner as a form of dissipation. As they had been taught not to look on the wine when it was red, so they were taught not to look on the uniform when it was red. They disapproved of bullets rather as they did of billiards, from a hazy association of ideas that connected it with having a high old time. Whether the experience of war is really a giddy round of gaieties, there are probably many to-day who could testify. The point here is that this sort of conscientiousness was a most comical perversion of the Christian tradition; but was still Christian, in the sense that it was a perversion of that and of nothing else. Some sincerity, some simplicity, some sorrow for others, dignified the dying sect.



APPOINTED MASTER OF THE ROLLS: THE RIGHT HON. LORD JUSTICE SIR CHARLES SWINFEN EADY.
Photograph by Russell.

But no such lingering grace clings to the remarkable young man I have in my mind. He is cold, he is caddish, he is an intellectual bully, and his intellect is itself vapid and thin. He is marked by an imaginative insufficiency which can be compared to nothing except to finding a Commander, in the thick of battle, looking into a pocket-mirror instead of a field-glass. I remember a debate nearly four years ago in which some followers of Mr. Norman Angell tried to persuade me that, by our moral progress, we had outgrown the very notion of war. When I pointed out that even to abandon war, merely to make money, indicated no moral progress at all, a young Cambridge man put his head on one side and said, "My ethics are not at all ascetic." I can see him still, with his eye cocked up at a corner of the ceiling, and the white light from a high window falling on his funny little head. It happened to be the very day when the Austrian ultimatum went to Serbia.

And, what is worse, the spirit of this cheerless impudence has sometimes spread and chilled the blood of better men. I have noticed it lately in the last stiff pose of people who still try the stale game of blaming everybody for the war, long after the Lichnowsky revelations and the peace imposed on Russia have quite finally fixed the blame. Men like Mr. J. A. Hobson and Mr. Brailsford, in the face of these public facts and popular revulsions, merely become more stilted, supercilious, and limited to a dusty detail. As the big facts, one after another, go against them, they seem more and more interested in small facts—which are too often small falsehoods. Thus Mr. Brailsford attempts to answer an exceedingly able criticism in the *New Age* by suggesting that, while admittedly the Kaiser's Government was chiefly to blame, some individuals in the Tsar's Government may have been partly to blame. What is one to say to people who balance that tremendous admission with that trivial doubt? Perhaps it will be a practical simplification to say to Mr. Brailsford, "Very well; will you fight till the Kaiser has gone the way of the Tsar?" But ere the Kaiser's crown goes down there are crowns to be broke, and certainly not merely hairs to be split.

But even in its grosser and more aggressive form the thing remains. I remember reading a novel, which appeared some little while ago, which precisely conveyed the particular spirit I mean. It was called "The Fortune," and it was by Douglas Goldring. In its sub-title and substance it professed to be a sort of romance of intellectual friendship; but it was really rather a romance of intellectual slavery. It described the influence on a young man's life of a friend whose unconventionality ultimately took the form of Pacifism—and whose Pacifism ultimately took, as it always does take, the form of Pro-Germanism. But in this story the relations of the two are in no sense those of friend and friend, or even merely of master and pupil, but rather those of master and servant. The master exhibits in his anti-militarism the only thing that can ever be really evil in militarism—the beatification of the bully. In parts it suggests the writing of a rather morbid woman, for such worship of superiority is almost worthy of "Ouida." It makes very little difference to the moral atmosphere, to my mind, that it is not idolatry of a supercilious soldier, but only idolatry of a man too supercilious to consent to be a soldier. And a certain interest lies in the fact that the author, like "Ouida," really writes rather well, so far as the moral atmosphere does not weaken his work. The Pacifist intellectual is effectively and truly described; only he is meant to be magnificent and attractive, and he is made repulsive and even pitiable.



APPOINTED CHIEF SECRETARY FOR IRELAND: MR. EDWARD SHORTT, K.C., M.P.—*[Photograph by Baldwin.]*

For there is present something I for one have invariably found wherever there is the mere worship of the intellect—I mean the decay of the intellect. The Pacifist—or rather, Pro-German—utterances of the superior young man become more and more inferior; they end by being worthy of the waste-paper basket of the *Continental Times*.



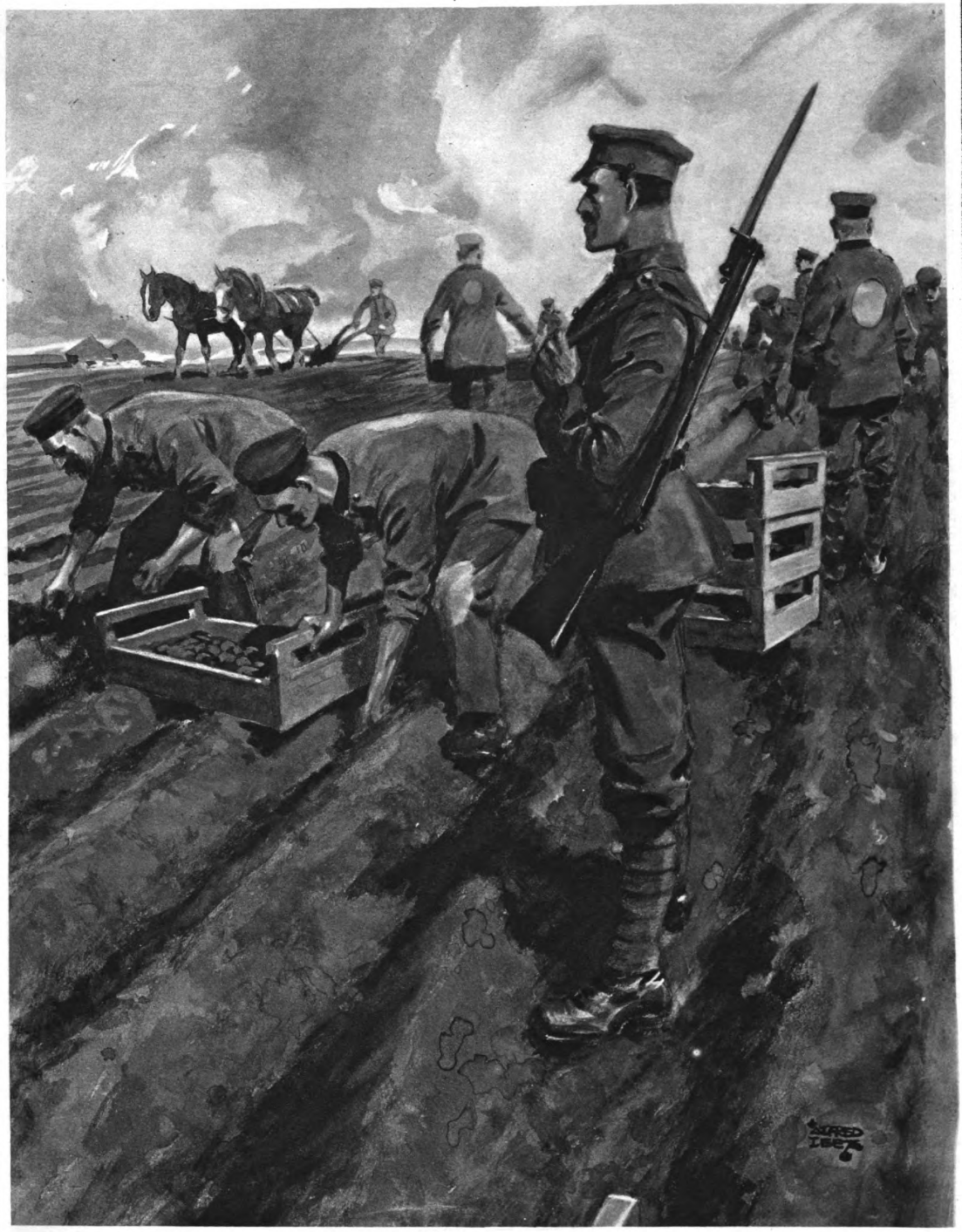
APPOINTED SECRETARY OF STATE FOR THE ROYAL AIR FORCE: SIR WILLIAM WEIR.

I take an instance at random, as representing the ignorant and essentially commonplace cocksureness of the type I describe. There are countless others, even in this particular novel—which is a very realistic record concerning that type. Here, for instance, is a passage which one who has lingered lovingly over his *Continental Times* will recognise with a sigh—not to say a yawn: "The Germans, with all their faults, are a magnificent race, full of vigour, of imagination, and character. But the French are dying. They are the Greeks of the modern world; Paris is a reincarnation, if you like, of Athens. The French will be like a corpse round the neck of this country in the future." France is behaving like a fairly lively corpse at present; but, if anything could overpower that almost brutally energetic nation with fatigue, it might be having to read this sort of Teutonist trash for the ten-thousandth time. It were vain, I suppose, to hope for a change; to hint that other historic powers have ultimately declined besides Athens, and without doing so much for the world.

I only refer to the remark, or to the book in which it occurs, because it happens to strike exactly the note of the nonsense I have been describing. It indicates the survival of a certain sort of young man who is a Pacifist not because he is a Quaker, or because he is a Tolstoyan, or even because he is an Anarchist—but because he is a prig, and nothing else. Nor is he even a prig through too much conscientiousness, or a pedant through too much learning. He has nothing but ideas which are not only second-rate, but second-hand. He has borrowed from articles on Tolstoy the impossibilism without the idealism; and from articles on Nietzsche the way to be a Superman who will not fight.

ONE WAY OF FIGHTING U-BOATS! GERMAN PRISONERS ON THE LAND.

DRAWN BY ALFRED LEETE.

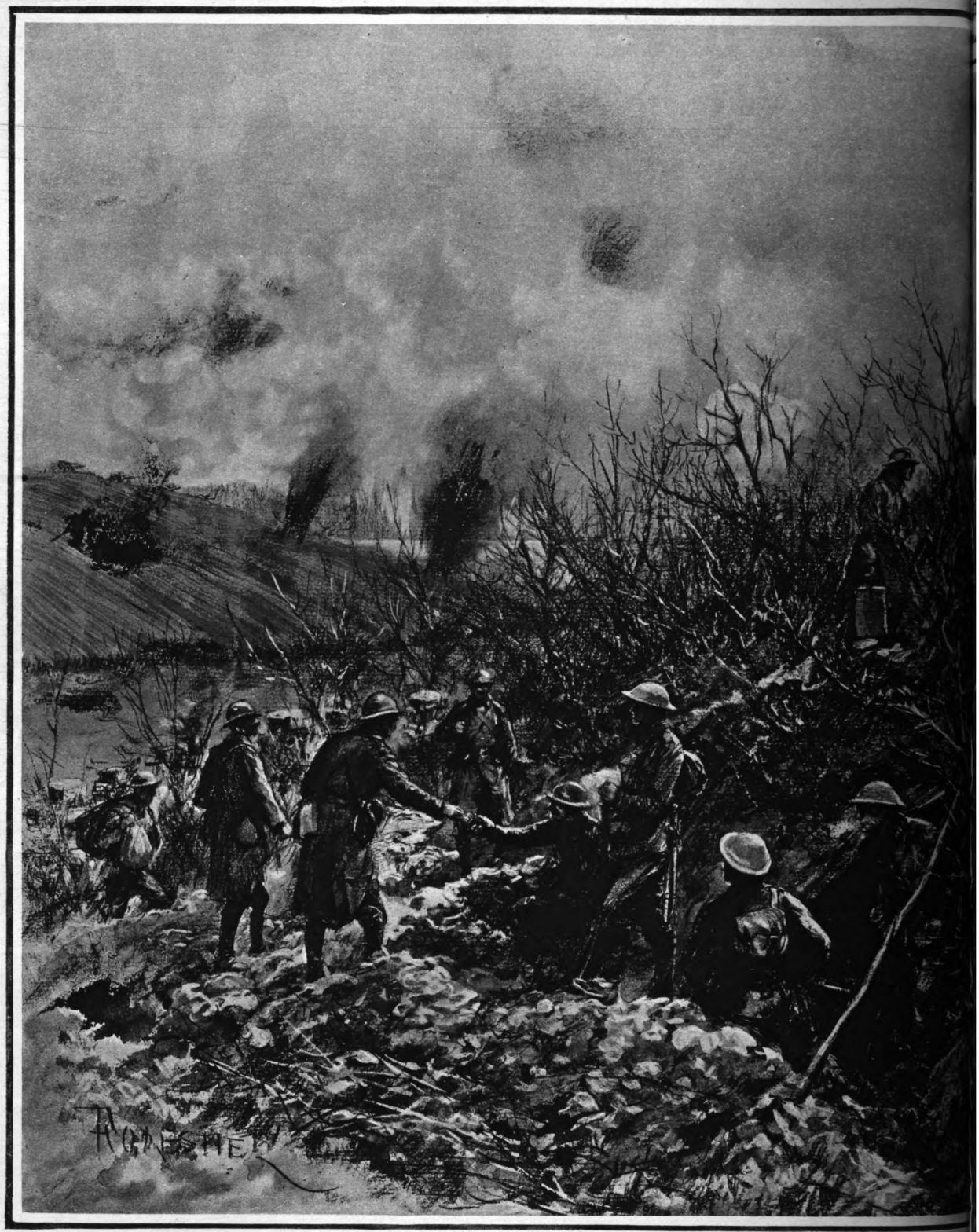


EARNING THEIR KEEP BY HEALTHY OCCUPATION, AND HELPING TO DEFEAT THEIR OWN COUNTRY'S SUBMARINE POLICY: GERMAN PRISONERS EMPLOYED ON AGRICULTURAL WORK "SOMEWHERE" IN ENGLAND, UNDER MILITARY GUARD.

The employment of prisoners of war on the land is of benefit both to them and to us. Naturally it is better for the prisoners to be out in the country engaged in healthy occupation than to be cooped up all the time in a camp, and they greatly enjoy the work, for which they are paid at the rates current in the locality, subject to the very moderate deduction of fifteen shillings a week for board and lodging. Many British farmers have expressed their satisfaction with the excellent results obtained by the use of prisoner labour, both German and Austrian, in such tasks as ploughing, threshing, carting roots, cutting logs, clearing ditches, and laying drains. At the same time their employment is an advantage to this country as an aid to increasing food-production, and thereby defeating the objects of the German submarine campaign. In some districts county police authorities demur, but the general opinion is that the practice ought to be more widely encouraged.—[*Drawing Copyrighted in the United States and Canada.*]

BRITISH AND FRENCH GUNS FIRING FROM ADJOINING

DRAWN BY A. FORESTIER

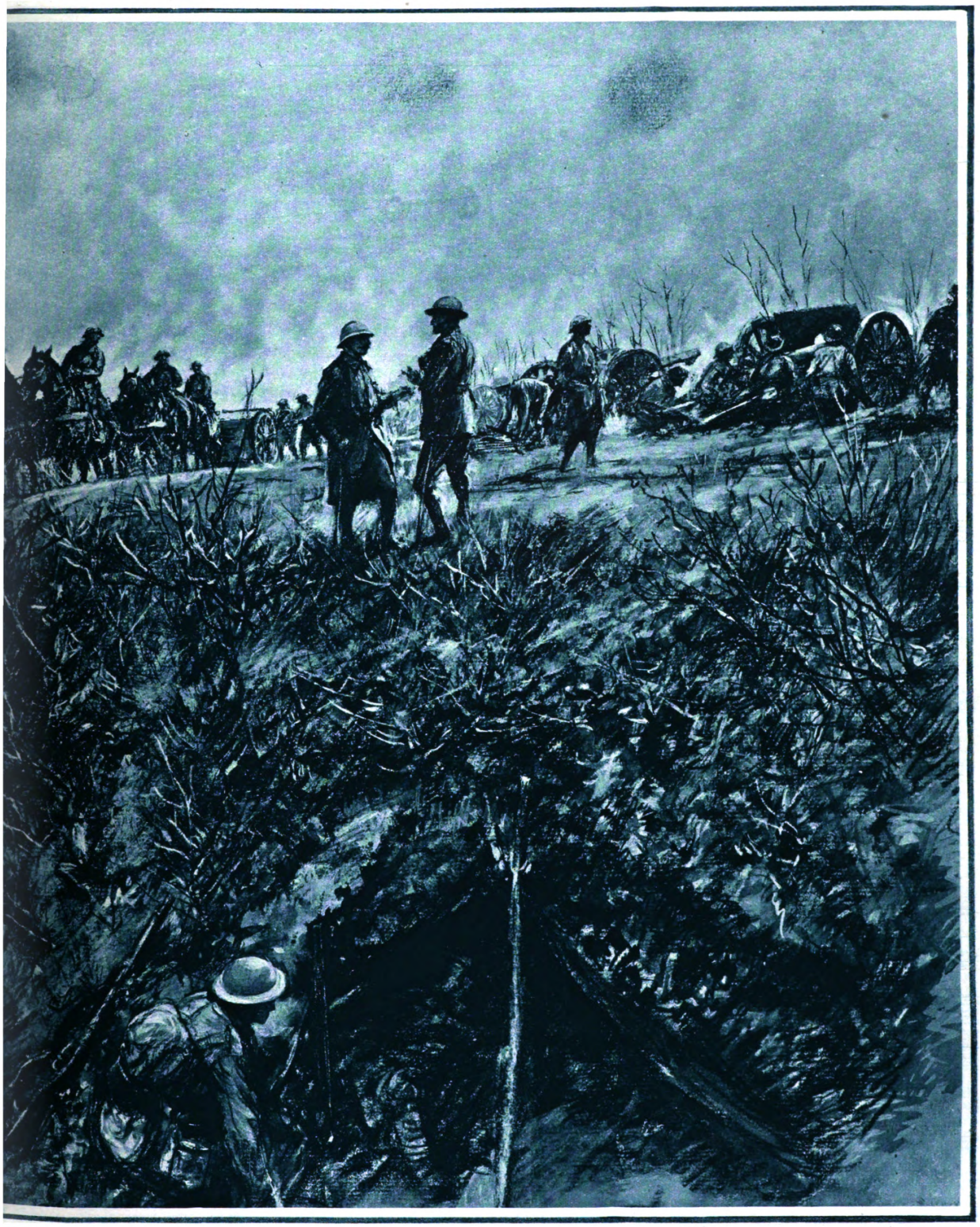


WITH FRENCH BATTERIES ON THE RIGHT AND BRITISH ON THE LEFT, AND BRITISH

Our drawing illustrates an interesting situation at a point on the Allied front some miles east of Amiens on April 5, where British and French troops were working in close co-operation. In the right background are two batteries of French 75's firing towards the German positions at Villers-Bretonneux. To the left of the guns is a four-horse ammunition limber supplying them with shells. The two nearer figures are a French officer (left) and a British officer talking; while further to the left, in the centre of the drawing, is a French soldier carrying up soup for the gunners. In the left background, on the other side of the valley are some British guns (18-pounders in front, with 60-pounders behind) firing, across the

LLS: ALLIED ARTILLERY CO-OPERATING BEFORE AMIENS.

IRIAL SUPPLIED BY AN EYE-WITNESS.



ROOPS IN THE FOREGROUND: AN ARTILLERY ACTION AGAINST GERMAN POSITIONS.

French guns' line of fire, in the direction of Hangard. German shells are bursting near at hand. Just to the right of the British guns is part of the Bois de Gentelles, and a line of poplars seen through the gap between the hills marks the straight high road to Roye. In the foreground are British reserve troops waiting in and near their dug-outs. The road along the valley between the two hills was crowded at the time with lorries, horses, field-kitchens, and so on, both French and British, the men of the two armies working together with the best of goodwill.—[*Drawing Copyrighted in the United States and Canada.*]

THE WORLD OF FLIGHT

AMERICA AND THE AIR PROBLEM.

By C. G. GREY,
Editor of "The Aeroplane."

RECENTLY there appeared in the London Press an article under the heading which appears above, written by Mr. Edward Price Bell, purporting to explain America's position as regards the supply of aircraft in the war. Mr. Bell, with the permission of the Censor, let loose in print the statement which had been floating about verbally for some time that, up to March, America had sent only one fighting aeroplane to France, and, further, that the United States would have in France less than forty of what Mr. Bell calls "fighting 'planes" by next August. Unfortunately, Mr. Bell does not make clear what he, or America in general, understands by a "fighting 'plane."



THE GREAT BATTLE: A DAY BOMBING SQUADRON IN FRANCE; SOME OF THE BIG BOMBING MACHINES.—[*Official Photograph.*]

The large, multiple-engined, multi-seated, bombing aeroplane, which is commonly called a "battle-plane" by the ignorant, is in no sense a fighting machine—except in self-defence. Such a machine, in its latest and hugest development, may well take six months to build, even when a well-equipped aircraft factory starts to produce one of a new type. To produce one of usable quality in an engineering shop unused to aircraft work might reasonably take a year.

On the other hand, the real fighting aeroplane—which is the tiny single-seater—can be built by any intelligently managed shop inside two months. And one has known a first-class aircraft factory to reproduce a sample machine, sent to it from the original designer, and have the first copy actually in the air inside five weeks from the arrival of the sample on the floor of the factory. Even the bigger and later types of two-seated fighting biplanes can be reproduced from sample in a very little longer period, provided that the work is in the hands of capable engineers, and that those engineers are allowed to go ahead without being compelled to hold up their work at intervals to wait for alterations in designs or official instructions.

Thus it may be seen that the question is largely affected by what one is intended to understand by "fighting 'plane" or "battle-plane," for Mr. Bell uses both terms. In any case, the fact remains—whether America has delivered one fighting machine or fifty, one big bombing machine or five—that up to the present America has not delivered those vast fleets of aeroplanes which people were led to believe by over-enthusiastic journalists would darken the skies of Europe and stop the war within a few weeks of the passing of the Bill by which Congress voted untold millions of dollars for the production of aircraft in a hurry.

To tell the plain truth, nobody with any knowledge of aircraft production or of munition deals expected those vast fleets to arrive for a couple of years at least. One wise American remarked to the present writer, "We don't know anything about war, and we don't know anything about aeroplanes. We are going to make all the same mistakes you have made. But we are going to make them all in twelve months instead of in three years."

There you have something very like the real state of affairs. People who remember having read somewhere that the first men who ever flew were Americans are apt to think that, therefore, Americans in general know more about designing and producing aeroplanes and aero-engines than do mere Europeans. The idea is based on a fallacy, for while European nations have been developing military and naval aircraft for ten years—three of them under the stress of war—American aeroplane and engine design has practically been standing still. Adam was, one believes, the first man who ever designed and made a suit of clothes; but he would earn little to-day as a cutter for a West End tailor, and one would not expect his rate of production to be high.

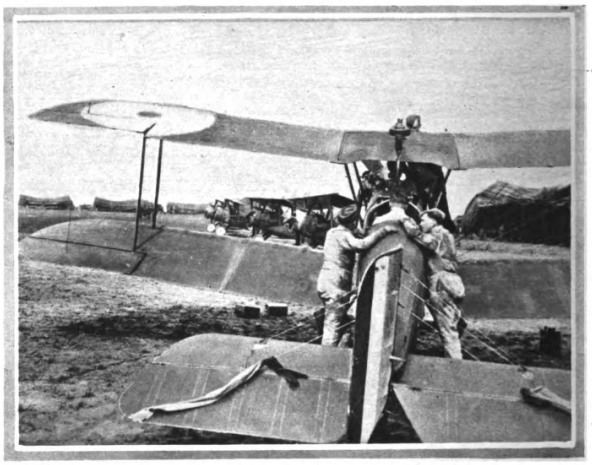
The American's real ability lies in his quickness of mind, not in his omniscience. He makes as many mistakes as anyone else, but he puts them right more quickly. And that is what American aircraft producers have been doing since America entered the war some twelve months ago.

We in England began making our mistakes at the beginning of the war, and, so far as aircraft production is concerned, we put the worst of them right by about the middle of 1917, when Lord Cowdray and Sir William Weir had so pressed forward the output of aeroplanes that to-day we have actually more fighting machines than we can man. We have to thank them for the fact that, despite the heavy losses of aeroplanes during the retreat on the Somme—partly due to abandoning aerodromes in a hurry, and partly due to damage to machines and engines in combat with infantry and cavalry on the ground—the Royal Air Force to-day has more machines at its disposal than before the German offensive began. So great, in fact, has been the output that, besides supplying the increased demand at the front, we have enough left for the intensive and extensive training of an ever-increasing number of pupils at home, and we have still some left for the training of American aviators.

Mr. Bell advances as the two leading reasons for the absence of American war aeroplanes from Europe: "(1) That the demand for 'planes in Europe was not greater than the combined Allied capacities; and (2) that it was still uncertain whether we had obtained the plans embodying the latest lessons of European experience for 'planes that probably would have the highest efficiency at the actual time of America's powerful participation in the war." He further suggests that the hold-back was intentional, because America wished to avoid "a superfluity of old-type machines in face of a crying necessity for new-type machines," and because the shipping situation did not warrant the despatch to Europe of machines which were not actually needed. Here he is on safe ground. Men and food were needed more than aeroplanes.

Those who know the facts about American aeroplane and aero-engine construction know that almost until the immediate present America has been so busy making mistakes and putting them right that, except for simple, cheap machines suitable only for the elementary training of pupil-aviators, American aeroplanes have not existed. These cheaply and quickly built training aeroplanes exist chiefly because very early in the war Great Britain placed orders for such machines with one American firm. They were not war machines in any sense, but they served their purpose. Russia, being practically without aeroplanes, later placed extensive orders with the same people. With the money thus obtained, the firm laid down extensive workshops, and to that fact America owes her present supply of training aeroplanes.

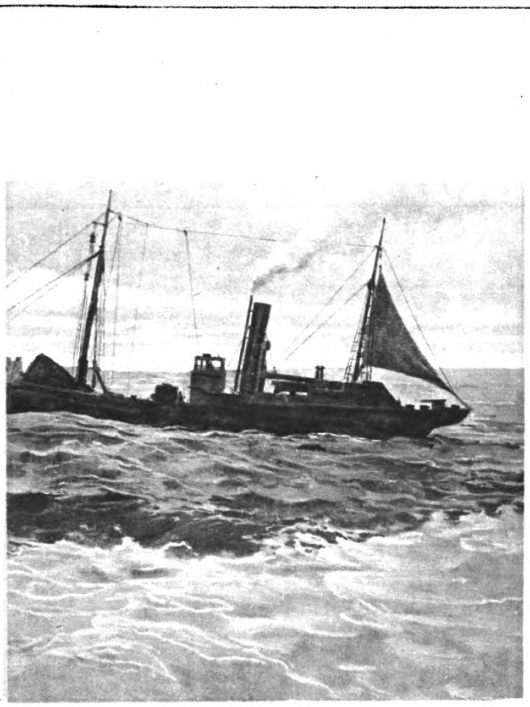
The latest news in England is that President Wilson has appointed one man to be responsible for aircraft production—apparently in place of, or over the head of, the Aircraft Production Board. Such is the wise course. The vital necessity is quick production of the latest design, and organisation such as will enable that design to be changed for the next newer improvement as quickly as possible without delaying output. Aeroplane designs improve from month to month. Finally, as a purely technical point, it is no use waiting for completed drawings of new types of aeroplanes. Designers never finish altering their designs. The only effective way of reproducing an aeroplane in quantities is to take a sample machine and copy it.



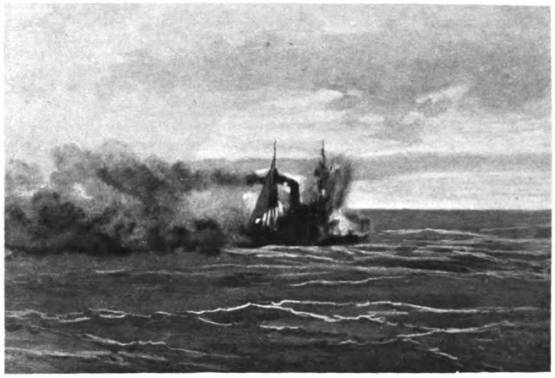
THE GREAT BATTLE: AN R.A.F. SCOUT BEING TUNED UP FOR A "STUNT."
Official Photograph.

A GRAND FLEET SWEEP: GERMAN ARMED TRAWLERS SURPRISED.

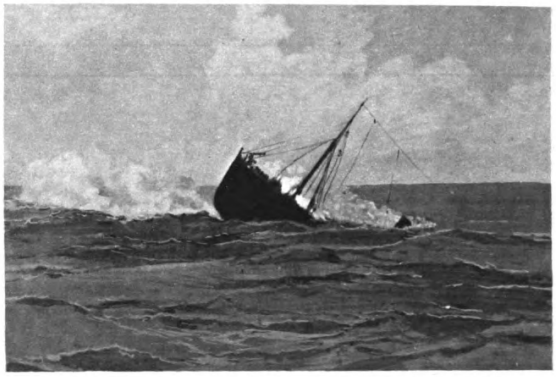
PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU.



AS CAUGHT AT WORK WHEN OUR LEADING SHIPS SIGHTED HER: A GERMAN ARMED TRAWLER MINE-LAYING AND SWEEPING IN THE CATTEGAT.



HOLED UNDER WATER AND BEGINNING TO SINK: ONE OF THE GERMAN VESSELS SHORTLY AFTER BEING DEALT WITH.



JUST BEFORE THE FINAL PLUNGE: ANOTHER OF THE TEN GERMAN ARMED TRAWLERS GOING DOWN BY THE STERN.



"THEIR CREWS WERE SAVED BY THE BRITISH SHIPS": ONE OF THE BATCH OF GERMAN PRISONERS LINED UP ON DECK AFTER BEING RESCUED.



WHAT A PRISONER SAID HE HAD NOT TASTED FOR TWO YEARS: HOT TEA—OUR WAY OF TREATING ENEMIES AFTER ACTION.

The Grand Fleet, said Lord Jellicoe the other day in one of his rare speeches, both while under his own command and under that of his successor, is constantly making "sweeps" in German waters. Its cruises last year, indeed, as stated in Parliament, amounted to thousands of miles. In more than one "sweep" it has come upon small German craft and when possible disposed of them. One of the biggest affairs of the kind took place on April 15, and was given the prominence of an Admiralty communiqué, in this form: "The Secretary of the Admiralty makes the following announcement. Commander-in-Chief Grand Fleet reports having undertaken a sweep of the Cattegat on April 15. Ten German trawlers were sunk by gun-fire, their crews being saved by the British ships. There were no British casualties." The enemy vessels were presumably out on mine-laying work. The locality in which they were caught, off the narrow straits between Denmark and Sweden, is where the enemy claim to control the waterways.

SCIENCE JOTTINGS



A GREAT MAN OF SCIENCE OF ANCIENT ROME: PLINY THE ELDER, OBSERVING THE ERUPTION OF VESUVIUS FROM THE BAY OF NAPLES, IN 79 A.D.

A RESULT OF THE FAMOUS NATURALIST'S DESIRE TO OBSERVE THE ERUPTION AT CLOSE QUARTERS AND TO AID THOSE IN DANGER: THE DEATH OF PLINY THE ELDER BY SUFFOCATION.

A TRAGIC SEQUEL TO THE GREAT ERUPTION OF VESUVIUS IN 79 A.D.: THE FINDING OF THE BODY OF PLINY THE ELDER (BORN AT COMO, 23 A.D.)

THE STRANGER WITHIN OUR GATES.

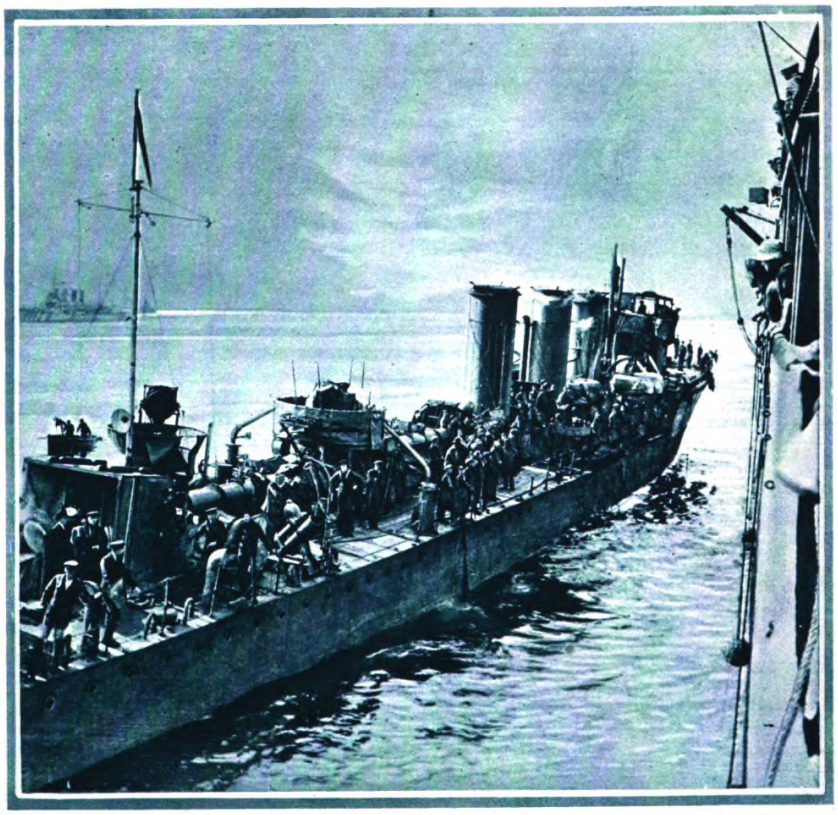
IT is comforting to think that the campaign against the brown rat is at last to be seriously prosecuted, for the ravages of these invaders have long been a serious menace to us. But, unfortunately, we seem unable to realise even now that we harbour among us invaders still more potent for harm. These are the hordes of human aliens who, for years past, have silently made their way to our shores. A few years ago, it is true, we half awoke to the gravity of the menace, and even got so far as to formulate legislative measures. But foolish counsels smothered the attempt, and we must begin again. We shall probably see the matter through when that fresh start is made, for the country at large has recently had some very unpleasant proofs of the extent of this alien population and of its many ugly features.

I am concerned, not with the political aspect of this matter, but, as an anthropologist, with its bearing on the far deeper and graver aspects of its poisonous influence among us, both temperamentally and physically.

To begin with, one cannot shut one's eyes to the fact that aliens, naturalised or otherwise, earning a livelihood among us are inevitably displacing equal numbers of our own people. But this is only the beginning of the evil. For such as are thus displaced have to face an intensified struggle for existence, which recoils upon their families. For many and obvious reasons this should not be allowed. In the first place, it lowers the vitality of such families, and, in so far, endangers the well-being of the nation as a whole. Charity begins at home. In the second, every such invader, in dispossessing one of our own people, secures a stronger footing for himself, and invites a further aggravation of the evil.

If such invaders, as a whole, were remarkable for their superior qualities, we should have reason to congratulate ourselves, having in view a very certain prospect of racial improvement. But the reverse is notoriously the case; we continue blindly to suffer this contaminating stream to flow in on us.

Since the British race is in itself a blend of races, it may be contended that a still further admixture of elements can have no ill-effects on our racial characteristics. This is a mistake, if only from the fact that a large proportion of our immigrants are physically and temperamentally of a very undesirable type. America is threatened with the same danger. But, happily, there the evil is likely to be speedily dealt with, thanks to the warning sounded by Mr. Madison Grant in his book, "The Passing of the Great Race."



LIFE-SAVING WORK ON THE TRADE ROUTES: A BRITISH DESTROYER COMING INTO PORT WITH PEOPLE RESCUED FROM A U-BOAT'S VICTIM.

It is but seldom that the S.O.S. of a ship sunk by a U-boat fails to reach destroyers or patrol-boats within full-speed-ahead steaming distance of the stricken vessel.—[*Official Naval Photograph.*]

But an even more serious, because more subtle, danger threatens us from the psychical side of this invasion. We boast of our glorious traditions of freedom, and our deep sense of justice and right; and, intoxicated with the fumes of our own rectitude, we open our gates wide to the outcasts and undesirables from the ends of the earth. Pleased with ourselves in this pose, we ignore the fact that we have inflicted a grave injustice on our own people, and have in so far imperilled the well-being of the nation at large. We ought to remember that this country is not a hospital for incurables.

But more than this. We seem, as a people, unable to realise that our standards of liberty and justice—and they *are* high standards—are not transmissible to our offspring with our physical characters, but must be absorbed anew by each one of us, who starts in life with a "clean slate." Any degeneration in our physical fitness, as a race, must be accompanied by a corresponding degeneration in our capacity to appreciate the values of right and wrong. This sense of right conduct, however, is by no means directly related to physical fitness. That "evil communications corrupt good manners" is notoriously true, and the Germans themselves afford a fearful example thereof.

It is high time that we began to seek a way of salvation. And this is to be found only in so far as we realise that we must strive not merely to attain, and maintain, a high standard of physical fitness, but no less to attain similar standards of conduct. The last are the most difficult to control, because they are ethereal. They are "emotions"; and emotion, as Sir Ray Lankester has just told us, is "a splendid driving force, but a bad guide." Though we are quite conscious of the fact that man differs from the "beasts that perish" in his ability to "think," we make no real use of this consciousness. Nor shall we till we realise that our standards of education are defective, and will remain so till we realise the place of science among us as a factor of life, in the best sense of the term. Science is but ordered knowledge, enabling us to think truly, and to order our lives truly and wisely, through the insight afforded us into the laws of the universe, and our place therein. The more we grasp this source of strength the more carefully shall we survey the "stranger within our gates," lest he bring evil among us.—W. P. PYCRAFT.

NATURE'S SUBTERRANEAN MINES: EARTHQUAKE HAVOC IN GUATEMALA.

PHOTOGRAPHS OF CATHEDRAL AND STATION BY ADOLFO BIESNER.



AS IT WAS BEFORE THE EARTHQUAKE: THE CENTRAL RAILWAY STATION IN GUATEMALA CITY.



AFTER THE EARTHQUAKE THAT DESTROYED GUATEMALA CITY: RUINS OF THE CENTRAL RAILWAY STATION.



BEFORE THE EARTHQUAKE: THE FINE CATHEDRAL OF GUATEMALA CITY.



THE CATHEDRAL AFTER THE EARTHQUAKE: A COMPLETE RUIN WITH ITS TOWERS AND DOME FALLEN.



RUINS OF THE BRITISH CONSUL'S HOUSE: HAVOC TYPICAL OF THOUSANDS OF SIMILAR BUILDINGS.



WORSE THAN A GERMAN BOMBARDMENT: THE INTERIOR OF THE CHURCH OF SANTA CLARA.



RUINS OF THE BRITISH LEGATION IN GUATEMALA CITY: A PHOTOGRAPH TAKEN SHORTLY AFTER THE GREAT EARTHQUAKE.



THE BRITISH LEGATION "CARRYING ON" AFTER THE EARTHQUAKE: TEMPORARY OFFICES, DISPLAYING THE COAT-OF-ARMS.

Guatemala has been visited of late by a series of terrible earthquakes which began on November 17 last, and continued at intervals for many weeks. The most violent shocks occurred on December 25 and 27, January 3 and 24, among numerous lesser disturbances. Nearly the whole of the capital, Guatemala City, with all the churches and other public buildings, was practically destroyed, and thousands of the inhabitants rendered homeless. Many were killed, though the loss of life was less than might have been expected, through the people being able to rush from their houses into the open. Half the population left the city, and the remainder camped out. The British Legation and Consulate were wrecked. The British Minister, Mr. Alban Young, and the Consul, Mr. Armstrong, stuck to their posts with fortitude and courage, with their families and staffs, under most harassing conditions. As temporary Legation offices, Mr. Young built a shelter of wood, canvas, and old zinc roofing, and a similar one for the Consulate.

THE ROYAL ACADEMY: SOME NOTAB



"Nelson at the Council of War before Copenhagen, 1801."—By Arthur D. McCormick.



"Afternoon Prayer



"The First Printing Press set up in Bristol."—By T. C. Gotch.
(By Courtesy of Edward Robinson, Esq.)



"The Adoration of the Three Kings."
By Glyn Philpot, A.R.A.



"Edward IV. being
Bristol."— By Ernest

THE COPYRIGHTS OF THESE PICTURES ARE STRICTLY RESERVED FOR THE ART

CTURES IN THIS YEAR'S EXHIBITION.



ter School in War-Time."
Roe.



r William Canynge, Mayor of
y Courtesy of Ernest Savory, Esq.)



"Their Majesties King George V. and Queen Mary Visiting the Battle Districts of France"
(Panel for the Royal Exchange).—By Frank O. Salisbury.

ALTER JUDD, LTD., PUBLISHERS OF "THE ROYAL ACADEMY ILLUSTRATED."

THE ROYAL ACADEMY: EXAMPLES OF WAR-TIME ART



"The Battle of Bourlon Wood, 30 November, 1917."
By W. L. Wyllie, R.A.



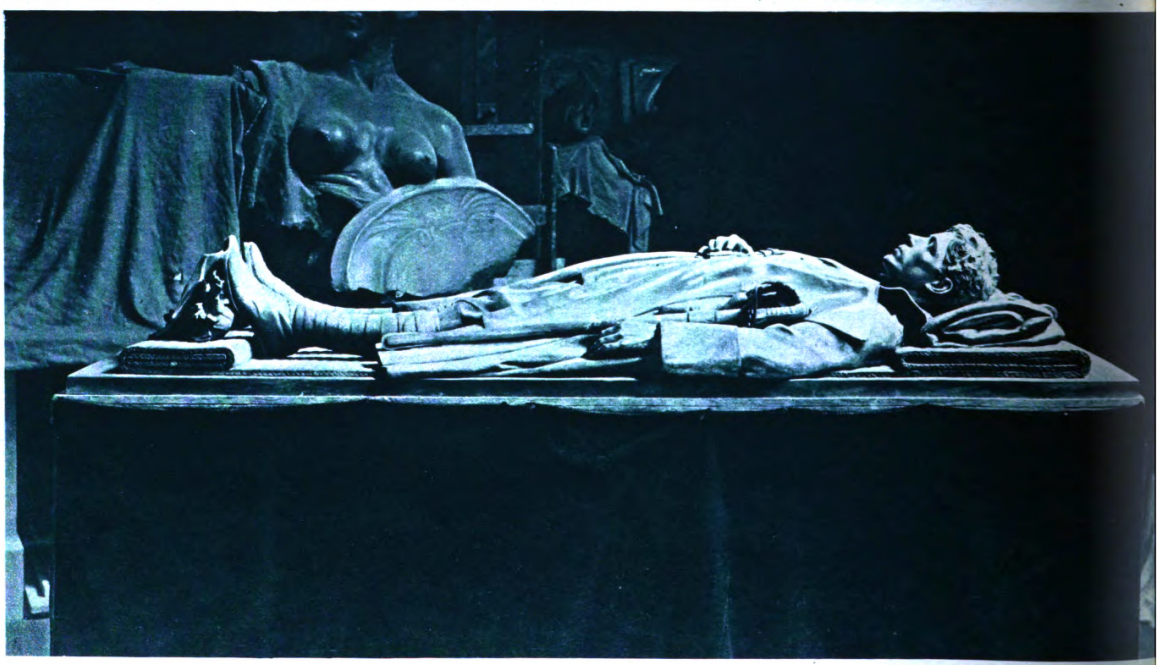
"Admiral Beatty's Battle-Cruisers, Windy Corner, 31 May, 1916."
By W. L. Wyllie, R.A.



"Green Shutters—Viaticum, Belgium."
By Frank Spenlove-Spenlove.



"The Altar": A Study of Mourning Widowhood.
By J. Charles Dollman.



"Memorial to the Hon. John Manners, Lieut. 2nd Batt. Grenadier Guards, killed at Villers Cotterets, France, September 1, 1914."
By Bertram Mackennal, A.R.A.

The Copyrights of these Pictures and Sculptures are Strictly Reserved

LUDING BATTLE PICTURES AND MEMORIAL SCULPTURES.



"Air": Model of a Granite Figure for the Engine-Room Heroes Memorial.—By Sir W. Goscombe John, R.A.



"Bringing Up the Guns": A Pictorial Tribute to the Work of the Royal Field Artillery. By H. Septimus Power.



"Error in Pay": A Work of Original Conception illustrating the Relations between Master and Man at a Factory on Pay-Day. By Anna Airy.

IS BY WALTER JUDD, LTD., PUBLISHERS OF "THE ROYAL ACADEMY ILLUSTRATED."

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, ELLIOTT AND FRY, BASSANO, RUSSELL, H. WALTER BARNETT, SWAINE, AND HEATH.



MAJOR C. F. T. LINDSAY, R.F.A. Second son of Lt.-Col. Morgan Lindsay, Ystrad Mynach, Glamorganshire, and Glasnevin House, Co. Dublin. Mentioned in despatches.



LIEUT. ARCHIBALD T. F. LINDSAY, R.E. Third son of Lieut.-Col. Morgan Lindsay, Ystrad Mynach, Glamorganshire, and Glasnevin House, Co. Dublin.



LIEUT.-COL. JOHN S. COLLINGS-WELLS, V.C., D.S.O., Bedford Regt. Son of Mr. and Mrs. A. Collings-Wells, Caddington Hall, Dunstable. Awarded, posthumously, the V.C. for great bravery after twice being wounded.



CAPT. W. LISTER READ, M.C., Cheshire Regt. Son of Mr. W. J. Read, Moorfield, Heath Rd., Stockport. Officially reported as having been killed in action.



MAJOR D. C. STEPHENSON, D.S.O., M.C., Royal Horse Artillery. Eldest son of the late Lieut.-Col. K. Stephenson, R.H.A., and Mrs. Stephenson.



MAJOR NOEL S. THORNTON, Rifle Brigade. Youngest son of the Rev. John and Mrs. Thornton, of Betchworth, Surrey. Had been mentioned in despatches. Killed in action.



BRIG.-GEN. ROBERT GORE, C.B., C.M.G., Argyll and Sutherland Highlanders. Mentioned in despatches. Son of Mr. Nathaniel Gore. Killed in action.



LT.-COL. S. R. SEBASTIAN, M.C., Oxon and Bucks L.I. Son of Mr. Lewis Boyd Sebastian, Lexham Gardens, W. Mentioned in despatches.



MAJOR O. WAKEFORD, Royal Garrison Artillery. Was previously reported wounded; now officially reported as having died of wounds.



LIEUT.-COL. JOHN E. C. DARLEY, Hussars. Had a distinguished record for service in the South African War. Son of Mr. and Mrs. Wellington Darley, Violet Hill, Bray, Co. Wicklow, Ireland.

LIEUT.-COL. L. J. LE FLEMING, East Surrey Regiment. Had a distinguished record for service in the South African War. Youngest son of Mr. and Mrs. Le Fleming, Eton House, Tonbridge, Kent.



LIEUT.-COL. CECIL B. MORGAN, D.S.O., Durham L.I. Younger son of late Thomas Morgan, F.S.A. Had a distinguished service record, South African War.

LIEUT.-COL. TREVOR CARUS-WILSON, D.S.O., D. of Cornwall's L.I. Son of late Mr. E. S. Carus-Wilson, Penmount, Truro. Thrice mentioned in despatches.



MAJOR GEOFFREY NEAME, M.C., R.F.A. Son of Mr. and Mrs. Frederick Neame, of Colkins, Faversham. Officially reported killed in action.



CAPT. W. S. STRACHAN, R.E. Son of late Mr. George Strachan, Victoria Street, S.W., consulting engineer, and a nephew of the late W. T. Stead.



LIEUT. LESLIE CHARLES GLADDEN, Essex Regiment. Youngest son of Mr. Frank G. Gladden, of 60, Selwyn Avenue, Richmond, S.W. Killed in action. Aged 19.



CAPT. E. S. APLIN, Worcester Regt. Son of Col. Aplin, Clinton Lodge, Budleigh Salterton, South Devon, and grandson of late Admiral E. D'O. D'A. Aplin.



MAJOR HERBERT WHITEHOUSE, R.F.A. Son of Mr. Philip Whitehouse, Moorfields, Church Lane, Handsworth Wood, Birmingham.

THE NAVAL OFFICER & THE 'LITTLE GREY BOOKS.'

JUST prior to the War, a brilliant young naval officer had a bad break-down, a break-down so complete that it looked as though his career were at an end.

He was ordered an entire and protracted rest—not only from professional duty but from every form of work. But war broke out, and his services—he was a clever expert—were urgently needed. He rejoined.

Despite his anxiety to serve, however, he found that he was utterly incapable of performing his duties. He was keen to give that service which he knew was in him, but neither his professional pride nor his eager patriotism enabled him to overcome his handicap.

He wrote to the Pelman Institute, and became a student of "the little grey books." Within a few months that officer had so distinguished himself by ability and zeal that he was promoted to an important command *over the heads of senior officers.* He generously gives the credit to Pelmanism.

This officer's experience is remarkable, but by no means unique in the Pelman records. Letters are constantly being received by the Pelman Institute from Army and Navy officers, business and professional men and women, telling of extraordinary advantages directly resulting from a few weeks' study of "the little grey books," in which the simple principles of Pelmanism are so interestingly expounded.

IS "PELMANISM" WORTH WHILE?

Let any man of commonsense reflect upon the fact that *nearly one hundred Admirals and Generals,* as well as considerably over 25,000 other officers and men, are now Pelmanists. Would one of these waste a moment of their scanty and hard-won leisure over the study of Pelmanism unless they were convinced by plain evidence and by the private testimony of brother officers that Pelmanism is unquestionably worth while?

The extracts from letters published by the Pelman Institute during the past year or two constitute the most remarkable volume of evidence of its kind that has ever been made public. There is not a class or rank—from the highest to the humblest—from which there has not come *voluntary* evidence that the Pelman System—duly practised—NEVER FAILS TO PRODUCE ALL THE BENEFITS THAT ARE CLAIMED FOR IT.

An amusing instance of the thoroughness with which scepticism is dispelled by an acquaintance with the System is supplied by the record of a professional man who, before enrolling, expressed incredulity of the statements made.

"It was impossible," he said, "that such benefits could be attained by the study of any books or by a correspondence course of instruction. The claims are fantastic." Nevertheless he enrolled, in order to satisfy his curiosity

Within a month that sceptic had written three letters in terms of the most enthusiastic praise of the Pelman System. "A single one of the lessons," he declared, "would be cheap to me at £100."

Comment is unnecessary. But it should be pointed out that the benefits of Pelmanism are not confined to any particular class. *Every* class is benefiting.

Clerks, typists, salesmen, tradesmen, and artisans are benefiting in the form of increased salaries and wages. Increases of 100 per cent. and 200 per cent. in salary are quite frequently reported; in several cases 300 per cent. is mentioned as the increase of salary due to Pelmanism!

Professional men find that "Pelmanising" results not only in an immense economy of time and effort, but also in vastly more efficient work. It says something for Pelmanism when members of such different professions as solicitors, doctors, barristers, clergymen, architects, journalists, accountants, musicians, and schoolmasters have all expressed their emphatic appreciation of the value of Pelmanism as a means of professional advancement.

Members of Parliament (both Houses), peers and peeresses, men and women high in social and political life, famous novelists, actors, and artists, scientists, professors, and University graduates and tutors—the "little grey books" have ardent admirers amongst all of these. Even Royalty is represented—and by *several* enrolments!

A NATIONAL INSTITUTION.

Look where you will, the new movement is permeating every section of the community. The Pelman Institute has become, in effect, a national institution, and there are many who predict that, sooner or later, it must become so in fact.

But State control could add nothing to the efficiency with which the work of the Institute is carried on. The instructional staff includes psychologists of the highest reputation on both sides of the Atlantic; every one of our great Universities is represented thereon. And the organisation of the instructional work is, in itself, a splendid tribute to Pelmanism, for every student receives individual consideration, and his or her problems or difficulties receive the close attention of a capable, practical psychologist.

All sorts of problems—some of them new and some of them familiar—are being brought every day to the Pelman Institute for advice and help; and it is safe to say that no "Pelmanist" has yet been disappointed with the assistance given.

WOUNDED OFFICERS "PELMANISING."

There must be some thousands of wounded officers and men throughout the country who are studying "Pelmanism" whilst in hospital, and these speak of "the little grey books" with real affection, not only as a source of present interest and pleasure, but also as a definite assurance of a more certain future.

Indeed, quite apart from any other advantage, the course is well worth ten times the time and money simply for the stimulus it gives. "The little grey books" fill one with a new sense of power, a new and greater belief in possibility.

It is not, however, merely a question of financial, business or professional gain that makes "Pelmanism" so desirable a training. Great as its achievements are in those directions, they are altogether transcended by the extent to which the System enables one to add to the interest and pleasures of existence. Some day, it is to be hoped, an eloquent pen will do justice to this theme—the higher values of Pelmanism.

Here is a characteristic letter bearing on the point. It was written by a University man, now in the Army:—

> "The Course has prevented me becoming stock and stagnating during my Army life—
> "this is a most virulent danger, I may add. It inoculates a clear, thorough, courageous
> "method of playing the game of life—admirably suited to the English temperament,
> "and should prove *moral* salvation to many a business man. 'Success,' too, would
> "follow—but I consider this as secondary."

Testimony of a similar nature comes from a member of the gentle sex:—

> "Though leading a busy life, my income is inherited, not earned. My object in study-
> "ing Pelman methods was not, therefore, in any way a professional one, but simply to
> "improve my memory and mental capacity, which, at the age of fifty, were, I felt,
> "becoming dull and rusty.
>
> "I have found the Course not only most interesting in itself, but calculated to give a
> "mental stimulus and keenness and alertness to one's mind, which is just what most
> "people feel the need of at my age."

Letters such as these, no less than those which speak of salaries doubled, positions and promotions gained, or other material advantages, make it clear that *Truth* was well justified in declaring that "the work of the Pelman Institute is of national importance"; they also explain why such distinguished public men as Sir Robert Baden-Powell, Sir James Yoxall, M.P., Mr. George R. Sims, and others have not hesitated to endorse the methods and principles of the Institute. There is no man or woman who has expressed dissatisfaction with the result of his or her dealings with the Pelman Institute.

"Mind and Memory" (in which the Pelman Course is fully described, with a synopsis of the lessons) will be sent gratis and post free, together with a full reprint of *Truth's* famous report and a form entitling readers of *The Illustrated London News* to the complete Pelman Course at one-third less than the usual fee, on application to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1



This 7d. tin will save you **21** eggs.

Made *for* YOU

to save YOU money.

THOUGH Goodall's Egg Powder is so largely used by the big cookery experts to get the best out of present flour, it isn't intended just for them. It 's really meant for *you*, and it 's made so perfectly and so accurately that you can get just as good results as they do. And first time you try, too!

IT looks quite ordinary—just a clean powder of beautiful yellow colour—yet it performs really wonderful things. It will save you three-quarters of the cost of eggs, yet give you cakes as light, as rich, as moist, and as delicious as if you had a pre-war larder to draw upon.

Banish All Flour Troubles

KEEP Goodall's Egg Powder close by when you're cooking, and you need never worry again about the drawbacks of flour. As Miss Elsie Mary Wright, Cordon Bleu Medallist of the National School of Cookery, Domestic Editress of "Everywoman's Weekly," reports: Goodall's Egg Powder '*completely* solves' that trouble. "Are these really made from ordinary flour?" your folks will ask when they taste the cakes you make with Goodall's Egg Powder.



Proved by analysis

IN the "Times" Special Food Number there appeared an independent analysis of the leading varieties of Egg Powder. Miss Wright reports: "The Analysis of Goodall's Egg Powder in the 'Times Food Number' is evidence that it has been most skilfully and scientifically prepared. Its great advantage over other Egg substitutes is that it contains a minimum of baking powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. The analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates."

NOW that foods are so dear, judge them by analysis and buy *Goodall's* Egg Powder. Be sure you get the real thing—there are many Egg Powders, but *none so good as Goodall's.* Write us if your grocer hasn't it—or he can easily get it if you ask. **1½d.** packets; **7d.** and **1/2** tins.

GOODALL, BACKHOUSE & CO., LEEDS.

THE NUTRIMENT OF A WAR FOOD.

IN view of the shortage of milk with which our rulers threaten us in the coming summer, our purveyors have taken time by the forelock, and the counters of the big stores and multiple shops are already piled with tins of preserved milk, generally but erroneously called condensed, of every known brand, besides a good many hitherto unknown marks which seem to have been invented for the occasion. It seems, therefore, likely that in a few months a good part of the town population will be taking their milk out of hermetically sealed tins and pots instead of from the familiar milk-can, and it may be as well to see what effect this change of habits is likely to have on their health.

Now it may be said at once that not all the stuff which is sold under the name of condensed milk is of equal quality or even composition. Thanks partly to the happy-go-lucky way in which such matters were conducted before the war, partly to the excessive tenderness with which, at the same period, the Government regarded every attempt by traders to make money out of a too-confiding public, the State, while punishing those dairymen whom it detected in the act of watering their fresh milk, somehow forgot to set up any standard for the same milk when it happened to be tinned. Hence a tin of one brand may be filled with milk with the cream left in, while one of another may contain merely condensed "skim." So, too, in one tin we may find sugar added in the high proportion of 45 per cent., while from its neighbour sugar is entirely absent. In yet others, sugar has been replaced by glucose or saccharine, while in some boric acid has been known to be present as a "preservative." Of these, boric acid is actively deleterious, and its use should be made punishable, if it is not already so. Saccharine and its analogues, although not harmful in themselves, lack all the properties of a food, and their addition to the milk can only be made for the purpose of deluding the purchasers into the belief that they are consuming sugar when, as a fact, they are doing nothing of the kind. There remains the question of cream or skim—or, in other words, whether the milk, before going through the process which is supposed to "condense" it, has been "separated" or otherwise deprived of the fatty matter which it contains when it leaves the cow.



A MODERN VERSION OF THE STORY OF DANAE AND THE SHOWER OF GOLD: "DANAE—DAYLIGHT AND LAMPLIGHT"—ONE OF MR. ALBERT H. COLLINGS' PICTURES IN THE ROYAL ACADEMY.

Copyright Reserved by the Artist.

This is a much more serious matter than appears at first sight, when we consider how large a part milk plays, or should play, in the feeding of young children. For them, as for most of their elders, milk is a complete food in itself; but only on condition that it is given as it comes from the cow, or with the addition of sugar and water only. If we deprive it of its cream, we at once take away from it a third of its nourishing properties, one pint of milk being in this respect equal to one-and-a-half pints of skim milk; while its power as a heat-producer falls off in very nearly the same proportion. If this seems to some a negligible matter, let us see how very little natural or fresh milk the whole contents of a tin are equal to. M. H. de Rothschild and M. H. Porcher, in a report which has lately been approved by the Society of Expert Chemists of France, tell us that of the different "condensed" milks examined by them the richest contained only 35 per cent. of the extract, the balance being made up of 25 per cent. of water and 40 per cent. of sugar. Another sample—made, like the first, from milk from which the cream had not been removed—consisted of 70 per cent. of water and only 30 per cent. of extract; while a third, avowedly made from skim milk, contained 25 per cent. of water, 30 per cent. of extract, and 45 per cent. of sugar. In this last, the nutritive value of the whole tinful—assuming, which is a large assumption, that preserved milk is equal in that respect to fresh—would be less than a quarter of what it would possess if filled with fresh milk. A mother ignorant of this might very easily starve her child to death in a few weeks. In the case of invalids, the consequences might be fatal even more rapidly.

These dangers, as the distinguished men who sign the report point out, ought to be guarded against by legislation, and some of their suggestions might certainly be adopted here. Their proposal that all tins should bear on

[Continued overleaf.

"Never gallop Pegasus to death."—POPE.



INDOOR WORKERS.

When lack of exercise, excessive brain power or nerve strain make you feel languid—tired—depressed—a little

TRADE **"FRUIT SALT"** MARK.

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient gently stimulates the liver, the body's filter. With this important organ working properly the blood becomes pure and the nerves normal. Sound refreshing sleep, a clear brain, and good digestion are sure to follow.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most reliable digestive regulator.

Remember that "FRUIT SALT" has for upwards of forty years been known by the Trade and the Public to mean the saline preparation of J. C. ENO, and no other.

BEWARE OF IMITATIONS. WHEN YOU ASK FOR "FRUIT SALT" SEE THAT YOU GET IT.

Prepared only by

J. C. ENO, Ltd., "Fruit Salt" Works, Pomeroy St., LONDON, S.E.

SOLD THROUGHOUT THE WORLD.



ROYAL AIR FORCE UNIFORM.

Harrods

Service Tailoring

Harrods have a Special Department equipped to-the-minute with the newest and best of requisites for Service Men, and Harrods experts will consider it a privilege to advise freely upon any phase of Officers' needs at a personal visit or by post.

ROYAL AIR FORCE

HARRODS can supply the new Uniforms correct to Regulations.

Khaki Whipcord Service Jackets, from	£5 5 0
Khaki Barathea Service Jackets, from	£5 15 6
Khaki Whipcord Trousers, from	£2 5 0
Khaki Barathea Trousers, from	£2 10 0
Rank Lacing and Cuff Badges extra.	
Khaki Bedford Cord Breeches, from	£3 10 0
In dark and light shades.	
Khaki Worsted Bedford Cord Breeches, from ...	£3 15 0
In Summer weight.	
Buck Strappings extra, 9/-	
R.A.F. Cap and Badge	£1 10 0
Rank Bars per pair, 1/-	
R.A.F. Cap, embroidered Badge and Peak, Major's Rank	£2 15 0

Harrods are registered Military Tailors, and hold stock of all Government Cloths.

HARRODS Ltd — Woodman Burbidge Managing Director — LONDON SW 1

BURBERRY KIT

for Tropical Campaigning

is perfection for lightweight, coolness and security against rain, wind or dust.



Officers *en route* for hot climates, outfitting at Burberrys, can obtain all the necessary Kit in the most suitable materials — with many special comforts.

Dense, flexible and tough, Burberry cloths withstand hard wear and weather, and are non-conductive of both heat and wet, besides being perfectly self-ventilating.

Burberry Gabardine, Burella, Khaki Drills and Khaki Serges —all have special qualifications that adapt them for use in India, Mesopotamia, Palestine and Egypt

Every Burberry Garment  *bears this Label.*

SERVICE WEATHERPROOFS. During the War Burberrys Clean and Re-proof Officers' Burberry Weatherproofs FREE OF CHARGE.

Officers' Complete Kits in two to four days, or READY FOR USE.

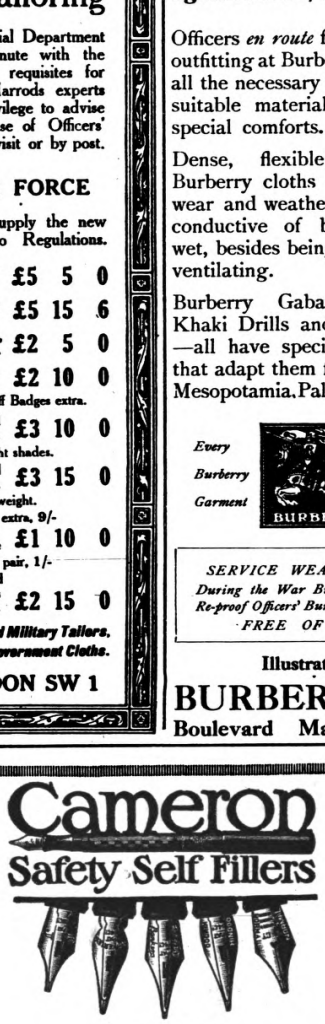
Illustrated Military or Naval Catalogue on request.

BURBERRYS Haymarket **LONDON** S.W. 1

Boulevard Malesherbes PARIS; also Provincial Agents

Cameron

Safety Self Fillers



IN THESE WAR TIMES

There should be no interruption of work.

To seek out the filler for the Fountain Pen, and to undo the whole thing for filling, cause a loss of time and a waste of effort.

The CAMERON SAFETY SELF FILLER fills itself from any ink bottle without a separate filler.

You can write on without pause and—that feeling of independence with a Cameron in your hand accelerates your work.

The distinctive and fluent nibs of the Cameron Pen are not the least of its benefits.

WITH WAVERLEY, HINDOO, J, BANKERS OR NORMAL NIB

15/-

The GUINEA CAMERON SAFETY SELF FILLER is strengthened by rolled gold bands on cap and section.

NO NEEDLESS COMPLEXITIES

The illustration shows the simplicity of filling.

Unscrew the section from the barrel, dip the pen (over the whole nib) in the ink bottle, then JUST PRESS THE BARS relax the pressure, and the pen is filled.

In a Cameron Self Filler you can use a denser ink, because in filling you flush every time the ink duct.

Illustrated List from Stationers or

MACNIVEN & CAMERON, LTD.
CAMERON HOUSE
26-28 ST. BRIDE STREET
LONDON, E.C. 4

EDINBURGH: 23 BLAIR STREET
GLASGOW: 13 WEST REGENT STREET
PARIS: KIRBY, BEARD & CO., 8 RUE AUBER



Continued.]

their label the date of preparation and an analysis of the composition of the contents is a counsel of perfection which could hardly be carried into effect at this time of day, when the greater part of our stock has probably been prepared overseas; but it would certainly seem advisable that every tin should bear a statement as to whether the milk from which its contents were made was skimmed or whole, and also a caution that these last should be boiled before use, especially if they are given to infants. By this means, any pathogenic microbes which may have found their way into the tin, whether in the extract itself or in the water of dilution, run a very fair chance of being rendered harmless.

These precautions are the more timely from the rumour in the daily Press that one of our many Ministries has decided to take a census of all the tinned milk now in stock. If this is the prelude to commandeering it, they might see to the labelling of the tins themselves; if otherwise, it would at least make it easy for them to force the vendor to do so, whether under the provisions of the convenient Dora or in some other way. We must hope, however, that the proposed census is not for the purpose of fixing a maximum price for tinned milk; in which case, as we know from sad experience, it will disappear from the market altogether. F. L.

The fourth year of the War is to some extent reflected in the pages of "The Royal Academy Illustrated" (Walter Judd, Ltd.), but does not by any means dominate the spirit of this interesting and admirably produced annual publication, in which are many pictures of peaceful, rural beauty, many subjects of perennially sympathetic nature, many striking portraits, and many works of imaginative charm alike in conception and execution. The works of the Royal Academicians and Associates are represented by reproductions of striking paintings, and a large proportion of the artists are showing characteristic works, which will be instinctively identified. It may be said at once that, although the publication costs but half-a-crown, it forms a more than satisfactory souvenir of the Exhibition at Burlington House in this memorable year. It may be mentioned that "The Royal Academy Illustrated" is obtainable at bookstalls as well as at shops, or of the publishers, 97, Gresham Street, E.C. 2.



ACHIEVING THE UNATTAINABLE: A FIAT TRACTION MOTOR AT WORK IN THE ALPS.

THE "FIAT" IN ITALY: DARING WORK IN THE MOUNTAINS.

ARTILLERY officers frequently have to choose battery emplacements giving the gunners the greatest advantages. Not infrequently this amounts, in the high Alps, to surmounting difficulties which seem insurmountable. Our photograph is of a striking picture by an Italian artist who shows such a scene in the Alps. Powerful "Fiat" tractors are seen hauling guns over a narrow ledge, as it were, hewn out of the face of the cliff. It is hazardous work, in which miscalculation means death; and it must be done by motor tractors, as horses are impossible. "Let it be done" is the fiat given, and the tractor and its team carry it into effect.

The Government having found it necessary to take possession of the chief of the London premises of the North British Rubber Company, that firm has had to acquire two separate buildings—one for the London Pneumatic Tyre Department, and the other for the Export Department. The existing premises at East Road, City Road, N., have not been interfered with.

We learn from a Welsh correspondent that we were mistaken in saying (in our issue of April 27) that the long Welsh name adopted by some Canadians at the Front for their camp, of which we gave a photograph, was partly their own invention and not an actual name in its entirety. Our correspondent writes: "It is a small village on the Menai Straits commonly known as 'Llanfair P.G.' The name, with its meaning, is constantly displayed as on this card." The card—a picture post-card, shows the full name as follows: Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogogoch. The meanings of its different component words are given thus: Church—Mary—a hollow—white—hazel—near to—the—rapid—whirlpool—church—Saint's name—cave—red. It is unique in length and forms an amusing contrast to the word "poltics," which, short as it was, "surprised within himself" so much—according to the inimitable "Count Smorltork."



Baby's First Steps

BABY'S strength will be equal to the task, and the little limbs will be able to support the weight in walking when Baby has been reared on Mellin's Food. Mellin's makes firm bones and solid flesh, gives vigour and sound health to children of all ages.

Mellin's Food

Free Sample and Useful Handbook

for Mothers, entitled "How to Feed the Baby," sent on application to

MELLIN'S FOOD WORKS, PECKHAM, LONDON, S.E. 15



For Floor Coverings

"Ludgate Hill *for* Carpets"

TRELOAR'S

Specialists for 80 Years

Call and Inspect, or Write for Prices, Post Free.

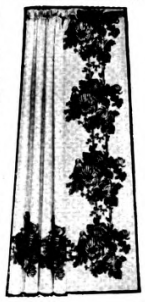
68, 69, 70, LUDGATE HILL, LONDON, E.C. 4.

The Home Beautiful

Telegrams: "Greatly, London." **ARTISTIC FURNISHINGS** Telephone: 1839-1830 Battersea.

CURTAINS COVERS CARPETS

THE "DUCHESSE" CURTAIN.



Resist Tropical Sun **"Sunbruf"** *Sea Air and Washing*

UNFADABLE FABRICS

Suitable for Curtains and Covers.

"SUN-VEIN" COTTON, 31 in. wide, from 1/4½ per yd.
"SUN-BRAE" TWILL, 50 in. wide, from 5/6 per yd.
"SUN-WEAVE" COTTON, 50 in. wide, from 5/11 per yd.
"SUN-CREAL" REP, 3/11 per yd., 50 in. wide.
"SUN-SHEEN" CASEMENT CLOTH, 4/3 per yd., 50 in. wide.
"SUN-DOYLE" TAFFETA, from 5/9 per yd., 50 in. wide.
"SUN-BRIGHT" SATIN, from 5/6 per yd., 50 in. wide.
Every Length Guaranteed.

THE "DUCHESSE" CURTAIN.
Appliqué of Chrysanthemums on Bolton Sheeting. 3¼ yds. long, **45/-** per pair.

THE "PEACOCK AND WATERFALL" CURTAIN.
Handsome Curtain of Satin Cloth, with appliqué in delightful colourings, 3¼ yds. long, **£6 6s.** per pair.

THE "GRANVILLE" SETTEE.
Particularly comfortable. Thoroughly well upholstered. Covered in material at 5/- per yard.
£14 16s. 6d.

THE "PEACOCK AND WATERFALL" CURTAIN.





CRETONNES.

CRETONNES, 31 in. wide, from 1/1½ to 3/6 per yd.

PRINTED COTTONS 50 in. wide, from 2/9 to 9/11 per yd.

TAFFETAS AND OMBRES from 2/6 to 14/11 per yd.

CASEMENTS.

CASEMENT COTTON, 31 in. wide, 11½d. yd.

DORA CASEMENT CLOTH, 31 in. wide, 1/2½ yd.

MALVA CLOTH, 50 in. wide, 1/8½ per yd.

CINGALEE CLOTH, 2/6½ per yd., 50 in. wide.

PATTERNS POST FREE.

Williamson & Cole Ltd

HIGH STREET, CLAPHAM, S.W. 4.

Delta

THIS summer there is going to be a scramble for these buckle shoes in the shops appointed to sell Delta.

A scramble because these shoes, with their flexible pump soles, are so delightful to wear on hot sunny days when out and about shopping and visiting in the lightest of summer attire; and because each shop is limited, rationed indeed, in the number of pairs it can obtain from the factory at Stafford.

So the surest way of getting these particular Delta is to bespeak a pair straightaway and to wait a week or two until the local shop receives its next supply from Stafford.

Note that they are still being supplied at 19/9 a pair, the price fixed in August 1917, and that the price as well as the name is always branded with a hot die on the soles of all Delta boots and shoes.



340—19/9

Agents everywhere

Lotus Ltd, Stafford:
Makers of Delta and Lotus Shoes

City Telephone
London Wall
6989

2007



The All-British ADAIR GANESH PREPARATIONS

92, NEW BOND ST., LONDON, W.

'Phone—GERRARD 3782

5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6

Ganesh Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6

Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 3/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

ADVICE GRATIS. WRITE FOR FREE BOOK.

CARTER'S

(J. & A. CARTER) LTD

Telegrams: "Bathchair, Wesdo, London."

"The Alleviation of Human Pain."

ESTABLISHED OVER 70 YEARS.

Telephone: 1040 Mayfair.

By Special Appointment

to H.M. the King.



As in daily use in all parts of the Empire.

The 'Southsea'

Wicker & Carriage-built Spinal Carriages of distinctive construction and unlimited durability.

These Carriages are illustrated, with prices, in Sectional Catalogue No. 3. If further interested, please ask for "MODERN COMFORT FURNITURE," the standard work of reference for all Invalids and Comfort Lovers (600 Illustrations).

EVERYTHING FOR THE WOUNDED OR INVALID.

2, 4, & 6, NEW CAVENDISH STREET, LONDON, W. 1.

CHESS.

TO CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

CHESS IN LONDON.

Game played at the City of London Chess Club between Messrs. G. E. WAINWRIGHT and E. MACDONALD.

(*French Game.*)

WHITE (Mr. W.)	BLACK (Mr. M.)	WHITE (Mr. W.)	BLACK (Mr. M.)
1. P to K 4th	P to K 3rd	10. P to Q B 3rd	P to Q B 4th
2. P to Q 4th	P to Q 4th	11. Kt to K 5th	P takes P
3. Kt to Q B 3rd	P takes P	12. P takes P	R to Q B sq

Black has now the better game, even although his command of the Q B file is not so formidable as it appears.

		13. B to K Kt 5th	P to K R 3rd
4. Kt takes P	Kt to Q 2nd	14. B takes Kt	Kt takes B
5. Kt to Kt 3rd		15. Q to R 4th	P to Q R 4th

A departure from general practice for which it is not easy to find any commendation.

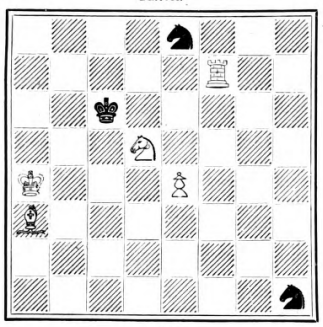
		16. Q R to B sq	Q to Q 4th
5.	K Kt to B 3rd	17. Kt to B 3rd	Q to Q 3rd
6. Kt to B 3rd	B to K 2nd	18. P to Q R 3rd	K R to Q sq
7. B to Q 3rd	Castles	19. R takes R	R takes R
8. Castles	P to Q Kt 3rd	20. Kt to K 5th	Q to Q 4th
9. R to K sq	B to Kt 2nd	21. P to K B 3rd	Q to Q 3rd
		22. Kt to B 4th	

A sad oversight which carries with it swift disaster.

		22.	Q takes P (ch)
			White resigns

PROBLEM No. 3785.—BY H. F. L. MEYER.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3783.—BY A. M. SPARKE.

WHITE	BLACK
1. Q to Q 7th	Any move
2. Q, B, P, or Kt mates accordingly.	

J C GARDNER (Toronto).—A corrected version of the Problem you refer to appeared in type in a subsequent copy of the paper.

E H LIVINGSTONE (U.S.S. *Wyoming*).—We have much pleasure in complying with your request, and trust you have received our letter on the subject. In case it has not reached you, apply to the *Chess Amateur*, Stroud, Gloucestershire.

R C DURELL (B.E.F., France).—We are very glad indeed to hear from you, and trust all continues well.

G STILLINGFLEET JOHNSON (Cobham).—We are very much indebted to you for your kindness.

J S FORBES, H G B, and OTHERS.—You are quite right; 1. R to B 7th yields another solution of Problem No. 3784.

CORRECT SOLUTION OF PROBLEM No. 3774 received from Ivor Anders (Johannesburg); of No. 3779 from J B Camara (Madeira) and J C Gardner (Toronto); of No. 3780 from G F Berry (Frankfort, Ky.) and J C Gardner; of No. 3781 from J C Gardner and C W Moore; of No. 3782 from R C Durell; of No. 3783 from G Sorrie (Stonehaven), C H Haviland (Frimley Green), Frank E Gowing, Jacob Verrall (Rodmell), C A P, R M Munro (Nantwich), L Landon (Oswestry), Rev. G Street (Teignmouth), J C Gemmell (Campbeltown), L W Caferata (Grantham), R J Lonsdale (New Brighton), E J Gibbs, John Isaacson (Liverpool), and J Smart.

CORRECT SOLUTIONS OF PROBLEM No. 3784 received from G Sorrie, G Stillingfleet Johnson (Cobham), J S Forbes (Brighton), J Fowler, J C Stackhouse (Torquay), A W Hamilton Gell (Exeter), J Christie (Birkingham), J C Gemmell, and F Elliot (Manchester).

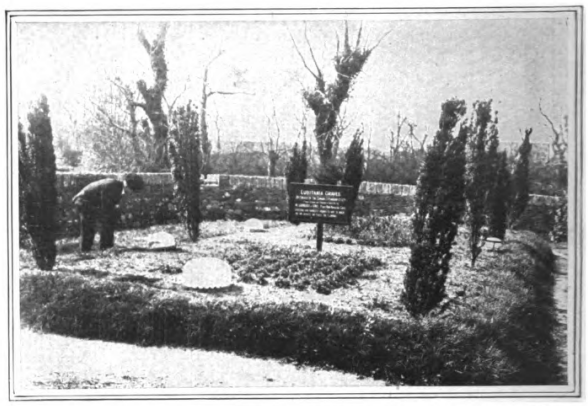
TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND	Twelve Months (including Christmas Number)	£2 4s. 8d.
	Six Months, £1 1s. 8d.; or including Christmas Number, £1 3s. 10d.	
	Three Months, 10s. 10d.; or including Christmas Number, 12s. 2d.	
CANADA	Twelve Months (including Christmas Number), £2 6s. 10d.	
	Six Months, £1 2s. 9d.; or including Christmas Number, £1 4s. 1d.	
	Three Months, 11s. 5d.; or including Christmas Number, 12s. 9d.	
ELSEWHERE ABROAD	Twelve Months (including Christmas Number), £2 11s. 3d.	
	Six Months, £1 5s. 0d.; or including Christmas Number, £1 6s. 3d.	
	Three Months, 12s. 6d.; or including Christmas Number, 13s. 10d.	

"PENNY SCOT'S TREASURE."

AS many novel-readers know by this time, there are two Frederick Nivens who write with the one brain and pen—the Niven who gave us "Justice of the Peace," and the Niven of "Sage-Brush Stories." "Penny Scot's Treasure" (Collins) comes from the latter, and is the best piece of work he has yet accomplished. Mr. Niven professes to do no more than write a story of love and treasure-seeking; but the attitude will deceive nobody, not even when he ends gaily with "and all lived happily ever after." What he has done has been to reproduce, surely for his own deep gratification, the sounds and the scents of the shack and the wilderness, and the ways of the men who are pioneers out there on the edge of beyond. In this book, more than once, we are reminded of Joseph Conrad when he first startled and thrilled us with "Almayer's Folly." That was fresh, and strangely enthralling. "Penny Scot's Treasure" has a similar freshness and fascination.

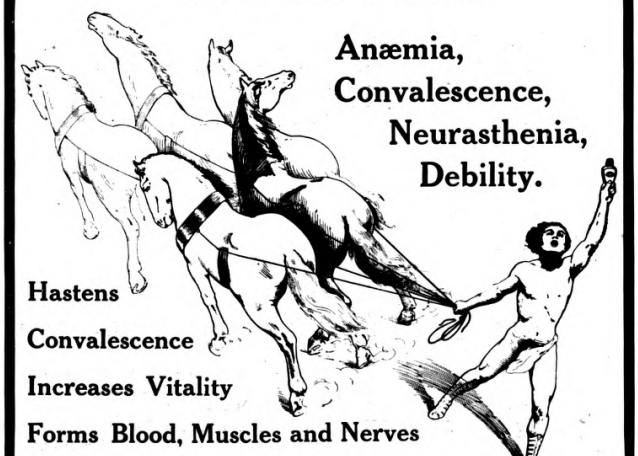


WHERE THE BODIES OF MANY OF THE DROWNED IN THE "LUSITANIA" REST: ONE OF THE THREE LARGE GRAVES AT QUEENSTOWN.

As may be made out from the board fixed over the grave seen here, the graves are in the care of the Cunard Company, the owners of the "Lusitania." Constant and reverent attention to their upkeep is paid on behalf of the Company, and the graves are a frequent scene of pilgrimage, in particular to Americans landing at Queenstown.—[*Official Naval Photograph.*]

GLOBÉOL

The Ideal Tonic.



Anæmia,
Convalescence,
Neurasthenia,
Debility.

Hastens Convalescence
Increases Vitality
Forms Blood, Muscles and Nerves

Take a Course of Globéol!

Medical Opinion:

"I can state positively that Globéol considerably curtails the period of convalescence. Generally speaking, it may be said to represent the standard specific for all diseases due to poverty of blood. It is a first-class **tonic,** and, unlike other agents of this nature, its action is constant. This is why we prescribe Globéol to a great number of our patients, inasmuch as this medicament presents no contra-indication, and is an effective means of combating poorness of blood."

Dr. ETIENNE CRUCÉANU, late "Interne" of Paris Hospitals.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom also can be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

URODONAL

The triumph of Modern Science.

Medical Opinion:

"The principal indication in the treatment of **arterio-sclerosis** consists first of all in preventing the birth and development of arterial lesions. During the pre-sclerotic period, uric acid being the only factor causing hyper-tension, it is therefore necessary to combat energetically and frequently the retention of uric acid in the organism by the use of URODONAL."

Professor FAIVRE,
University of Poitiers.

"URODONAL is an ideal agent in the hands of the physician in all cases where there is reason to fear the **retention of oxalic acid,** as URODONAL eliminates this poison as readily as it eliminates uric acid, and thus safeguards the patient against the harmful effects of this dangerous form of intoxication."—

Dr. BIROLLEAU,
Late Physician to the Colonial Hospitals. Officier de la Légion d'Honneur.

URODONAL DISSOLVES URIC ACID



Gout,
Gravel,
Arterio-Sclerosis,
Rheumatism,
Acidity,
Obesity,
Sciatica,
Neuralgia,
Calculi.

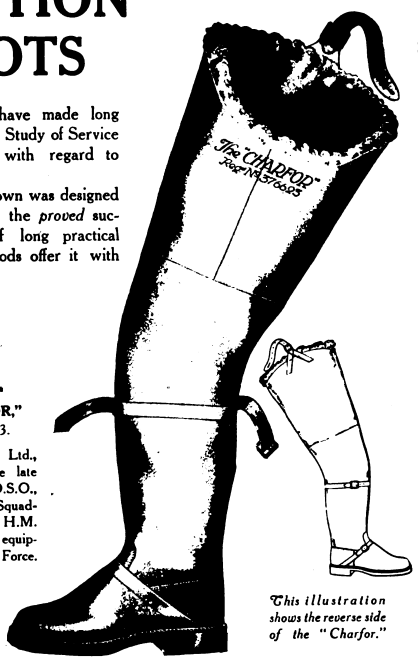
URODONAL prices, 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G ATHERTON and CO., 8, Clive Street, Calcutta.

Harrods

AVIATION BOOTS

HARRODS have made long and careful Study of Service Needs, especially with regard to those of Airmen.
The Boot here shown was designed by Harrods, and is the *proved* successful outcome of long practical experiment. Harrods offer it with utmost confidence.



THE "CHARFOR,"
Regd. No. 376623.

Designed by Harrods Ltd., and supplied to the late Major Hawker, V.C., D.S.O., for equipping the 24th Squadron. Now adopted by H.M. Government for the equipment of the Royal Air Force.

This illustration shows the reverse side of the "Charfor."

HARRODS Ltd — Woodman Burbidge Managing Director — LONDON SW 1

Invalids Enjoy

Benger's Food. Letters from doctors and nurses continually voice the gratitude of patients for it. Invalid after invalid writes to say:—"It is the one Food of which they never tire."
The ease with which

BENGER'S Food

is digested and absorbed, makes it most welcome to patients, and it ranks highest among nutritive foods.

Benger's forms with milk a dainty cream, which is absorbed with little digestive effort. The different method of preparing it (*see directions*) is the measure of its advantages over other foods.

Benger's Food is entirely British in origin, ownership, and manufacture.
It is sold in tins by Chemists, etc. everywhere.
A most interesting booklet about this most interesting Food post free from:
BENGER'S FOOD LTD., MANCHESTER, England
Branch Offices: NEW YORK 90, Beekman Street, SYDNEY 117, Pitt Street, Depôts throughout CANADA.

Lovely Hand Bags

J·C VICKERY
177 to 183 REGENT ST. LONDON W
Their Majesties Jewellers Silversmiths & Dressing Case Manufacturers

Send to-day for Catalogue of Useful Gifts, Post Free.



No. A 2174.—Lovely Solid Tortoiseshell and Silk Hand Bags, very finest quality.
£4 15s., £5 17s. 6d., £7 7s., £10 15s. 6d.

No. A 2170.—Very Charming Bag in Black or Mole Grey Real Antelope, with Marcassite and Silver Clasp, lined Grey, fitted 'Mirror and Powder-Puff.
7 × 7½ in., **£3 17s. 6d.**
Black or Navy Moiré Silk, **£2 17s. 6d.**



Many other Beautiful and Exclusive Designs on view.

A SOURCE OF ENERGY

"ENERGY will do anything that can be done in this world" was the dictum of Goethe. It is energy which has piled the mountain of munitions behind our fighting lines. And it is energy alone which can repair the waste of War and rebuild the shattered fabric for those who come after.

But day by day the sources of energy must themselves be renewed within the human body by food which not only replaces that which has already been expended, but which stores up a reserve to meet increasing demands.



The renewing of the sources of energy is one of the great functions of 'BYNOGEN' which is rich not only in Milk Protein—the most powerful of all body-builders—and in phosphorus, the nerve builder, but rich also in malt products which supply the energising carbohydrates needed for the daily wear and tear. All these are combined to form a perfect concentrated food for hard workers and for growing children. It is specially recommended for Nervous Exhaustion, Dyspepsia, Insomnia, Wasting Diseases. in all enfeebled conditions and during Convalescence after illness.

What 'BYNOGEN' is and How to Take it

'BYNOGEN' is a combination of pure milk-protein, the glycerophosphates of soda, lime and magnesia, and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

'BYNOGEN' is in the form of a pale yellowish powder, which mixes very readily with water and other fluids. It has an extremely agreeable flavour, and may be eaten dry, or sprinkled on articles of solid food, such as bread and butter, toast, puddings, porridge, etc. 'BYNOGEN' keeps thoroughly well and does not cause constipation.

Trade 'Bynogen' Mark
BRINGS HEALTH

Sold by all Chemists at 1/9, 3/-, 5/- and 9/-

ALLEN & HANBURYS Ltd.
LOMBARD STREET, LONDON, E.C. 3.

B 65 — Established in the City of London A.D. 1715.

Rowland's Kalydor

Cools and **Refreshes** the **Face, Hands,** and **Arms** of Ladies and all exposed to the
HOT SUN AND DUST.
Prevents and removes **Freckles,** Tan, **Sunburn,** Redness, and **Roughness** of the **Skin,** cures and heals all Cutaneous Eruptions, Prickly Heat, &c. Produces
SOFT FAIR SKIN
and a lovely delicate complexion: it imparts natural **Whiteness** to the **Skin,** unobtainable by any other means. Sold in 2/6 and 5/- bottles by stores, chemists, and
ROWLANDS, 67, Hatton Garden, London

ROBINSON & CLEAVER'S
IRISH LINEN

Handkerchiefs,
Table - Linen,
House - Linen,
Shirts, Collars,

AT MAKERS PRICES

Write for samples and Price List, sent post free.

Robinson & Cleaver
LONDON — 40D, Donegall Place BELFAST — LIVERPOOL

THE CHRONICLE OF THE CAR.

The Gas Traction Committee's Report.

The Committee appointed in November last by Mr. Walter Long, as head of the Petroleum Executive, has just issued a very interesting interim report on the result of its investigations into the questions relating to the use of coal-gas as a motive-power for road vehicles. The report deals with three aspects of the matter, as follows: (*a*) The propulsion of motor vehicles by the employment of gas carried in flexible containers at or slightly above atmospheric pressure; (*b*) Approved limits to immediate experimental uses on a commercial scale of gas under compression for traction purposes; and (*c*) Authority to enable the Committee to proceed with the necessary experimental work. So far as concerns (*a*) there is very little that need be said. On the whole, the Committee appear to think that the present designs of flexible containers do not require much in the way of improvement. The remarks under this heading are practically confined to recommendations relating to limit dimensions and methods of fitting to the vehicle in order to avoid undue wear and tear. Further, certain specifications of recommended materials for container fabric are laid down and approved. As to (*b*) the Committee come on to controversial ground. The Report lays down that, in the opinion of the investigators, it is undesirable that semi-rigid containers of rubber and canvas or other proofed fabric should at present be allowed to be charged with gas to a pressure greater than 90 lb. per square inch, or should be of greater internal diameter than 4 inches; and, even with these limitations, containers of this class are, in the opinion of the Committee, unsafe if not properly armoured with galvanised steel wire of 0.012 inch diameter. Encouragement should be given to the construction and use of semi-rigid containers of rubber and woven wire up to working pressures of 300 lb. per square inch, and it is recommended to the Controller of Priority that he afford such assistance as may be necessary to permit developments of this description of container.



A WORK OF MERCY: FOOD FOR SUFFERERS IN JERUSALEM.

When the Allied forces occupied Jerusalem they found much destitution in the city. Starved and suffering needed urgent relief. The Syria and Palestine Relief Fund agents promptly got to work, and tons of wheat and rice were sent up by the excellent and sorely needed fund, whose offices are 110, Victoria Street, Westminster, S.W.

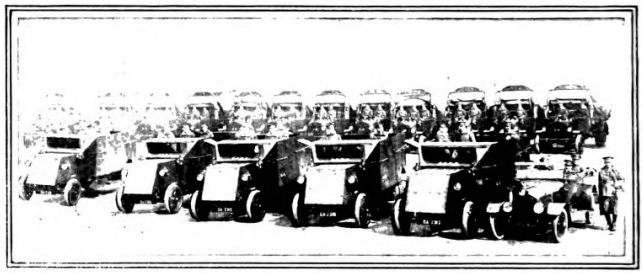
The Semi-Rigid Recommendations.

The Committee's views on the semi-rigid container certainly do not meet with approval or acceptance from those who are interested in the manufacture and use of the type. If the recommendations set forth are to be adopted, they will rule out the use of such containers as the Wood-Milne, for example, which have proved exceedingly satisfactory in use. The suggested limitations are perilously near the ludicrous, and it would have been far better to go the whole way and prohibit the type altogether. It has been pointed out that a cylinder 4 inches in diameter and 10 feet in length would contain rather less than 5½ cubic feet of gas at 90 lb. pressure, so that it would require forty-six such lengths to give the equivalent of a single gallon of petrol. It is clear that such limitations as these reduce the commercial possibilities of the semi-rigid container to nothing.

High-Pressure Gas-Holders.

The Committee comes on to safer ground when it deals with the question of high-pressure containers. It voices the opinion that it is desirable to encourage forthwith, under special licence from the Board of Trade where necessary, a limited number of experiments on a commercial scale with compressed gas in rigid metal cylinders, plain or wire-wound, at pressures up to at least 1800 lb. per square inch, in connection more particularly with certain of the larger motor-omnibus undertakings and the transport departments of the more important municipal authorities, in order to obtain data for dealing with this post-war development. In some respects this is the most important of the Committee's recommendations, and it is to be hoped the Petroleum Executive will give the necessary authority to go on with the experimental work. I do not think there is any doubt that the future of gas-traction is bound up in this matter of the high-pressure container. The fabric gas-holder, non-rigid or semi-rigid, is at best a stop-gap. It is better than nothing at all as a means for tiding over a time of difficulty, but it cannot be regarded as a permanent solution of the problem of adapting gas to vehicle propulsion. That is only to be found in a strong, light metal container carrying the gas compressed to at least 100 atmospheres. Preferably it should be capable of safe working at pressures up to 150 atmospheres; but nothing under the former figure can be regarded as satisfactory.

W. W.



LEAVING THE WOLSELEY WORKS: TRANSPORT LORRIES AND ARMOURED CARS.

The part played by motor transport of various kinds has been a notable feature from the earliest days of the war, and the Wolseley lorries and armoured cars, spick, span, and reliable, here seen leaving the works, have proved invaluable.



"WOMANHOOD IN WAR TIME" Series

On the Allotment



PEARS—the soap of a century's fame — naturally appeals to the woman who works her own allotment. For with PEARS unfailing power to protect the beauty of their complexions and hands, what matter the dangers of outdoor conditions? Safe in its fragrant purity, happily they

"Carry on" using

Pears' Soap

A beautiful coloured reproduction of "BUBBLES," by Sir John E. Millais, P.R.A., size 28 in. by 19 in., containing no advertisement, sent on receipt of 1/6 in stamps or P.O.—A. & F. PEARS, Ltd., New Oxford St., London, W.C.1. Write for List of Pictures—Free

THE PLAYHOUSES.

"UNCLE ANYHOW." AT THE HAYMARKET.

ROBERTSON'S ghost still haunts our stage. In these war-days the motto of our playwrights seems only too often to be "When in doubt, try the 'Caste' formula." And here it is at the Haymarket, adopted by no less practised a craftsman than Mr. Sutro. Once more we are shown two sisters putting up a plucky fight against poverty, the more self-possessed of them a chorus-girl who protects the prettier of the pair. Once more the girls' father is an embarrassment; but this time not because he is a drunkard, but because he is an inventor, careless of money and everything but his aeroplanes. Once more we are introduced to a family anxious to avoid an alliance with the two heroines; but it is plutocratic instead of aristocratic. And, in place of the "haw-haw" cavalry officer, it is a university don of alleged timidity and considerable verbosity who pairs off with the refined edition of Polly Eccles. But really the scheme is very much the same, and it must be confessed that Mr. Sutro's handling of it does not compare too favourably with Robertson's. The chief storm in the girls' teacup is caused, of course, by their father; but his almost tragic repentance over having appropriated his children's savings to buy himself a model, though it gives Mr. Randle Ayrton an opportunity for a splendid display of emotion, somewhat weighs down the flimsy plot, and hardly makes up for the absence of such broad fun as old Eccles' every appearance provides in "Caste"; while the insufferable rudeness of Mr. Sutro's wealthy dame lacks the piquancy of the interventions of the Marquise. The story is pretty enough in its artificial way, but its humour is rather thin. There is some spice in the talk of the sharp-tongued but loyal-hearted chorus-girl, whom Miss Athene Seyler makes throughout amusing and delightful; Mr. Dawson Milward has some quaint lines and cuts a quaint figure as a hen-pecked husband; and Miss Lila Marivan makes a gracious little ingénue; but even Mr. Dennis Eadie's charm of manner can hardly disguise the fact that the don is too frequently a bore, and it is the don who has the monopoly of the talk.

"HOTCH-POTCH." AT THE DUKE OF YORK'S.

If "Hotch-Potch" is really quite as much of a mélange as its name implies, it is so fortunate also as to be able to justify the claim made for it that it is "the funny revue." Its pace is fast, its music is catchy, its turns never last too long, its beauty-chorus parades and prances in gorgeous gowns, and every one of the leading members of its cast makes a genuine contribution towards the audience's entertainment. The burden of the work rests on the herculean shoulders of Mr. Fred Kitchen, and he—alike in a burlesque of the Sicilian Players' chief, Signor Grasso, and in a skit on the "lonely soldier"—gives us scenes of a very genial humour. Dainty dancing from Miss Phyllis Bedells, songs from Miss Norah Delaney, whistling from Miss Marie Spink, and Cockney sketches from Miss Florence Smithers are other features calling for mention in a show that is consistently bright and varied.



FOR THE NURSE AND MUNITION WORKERS.
Now so many ladies are engaged in nursing our wounded soldiers they find it a matter of considerable difficulty to keep their hands nice. The continual use of water and disinfectants ruins the skin and makes the hands rough and harsh. The way to avoid this trouble is to apply a little La-rola every time the hands are washed.

BEETHAM'S
La-rola
(The best substitute for Glycerine)



is a delicately scented toilet milk, neither sticky nor greasy, and is easily absorbed by the skin. It is very economical to use, a good-sized bottle costing only 1/1½, will last you some time.
From all Chemists and Stores.

PALE COMPLEXIONS
may be greatly IMPROVED by just a touch of "La-rola" Rose Bloom, which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives the BEAUTY SPOT! Boxes 1/-
M. BEETHAM & SON, CHELTENHAM, ENGLAND.

SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET Co
18 MOORGATE STREET LONDON EC

LLOYD'S IN TUBES, 1s. 6d. & 3s. each
THE ORIGINAL EUXESIS
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP, WATER OR BRUSH.
Put a Tube in your Kit Bag.
The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK
We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory
From all Chemists, Hairdressers, &c.
Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.

HIMROD'S ASTHMA CURE
HIMROD'S CURE FOR ASTHMA
the surest, quickest remedy for Catarrh, Ordinary Colds and Asthmatic troubles. The standard remedy for over 40 years.
At all chemists 4/3 a tin.

JEWSBURY & BROWN'S
Oriental
Tooth Paste
Tubes 1/- Pots 1/6-2/6



BEWARE OF Umbrellas made on Foreign Frames
THE VITAL POINT in an UMBRELLA is THE FRAMEWORK
INSIST ON HAVING
FOX'S FRAMES
for UMBRELLAS & SUNSHADES
ENTIRELY BRITISH MADE.
LOOK FOR THESE MARKS
S. FOX & Co LIMITED
PARAGON
ON THE FRAME.
Purchase BRITISH Goods and Refuse all Substitutes

For cleaning Silver, Electro Plate &c.
Goddard's
Plate Powder
Sold everywhere 6d 1/- 2/6 & 4/6.

SIR JOHN BENNETT, LTD.,
£3 : 0 : 0 IN STRONG SILVER CASE



ACCURATE RELIABLE
The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.
£3 : 0 : 0
A large selection of other varieties from
£2 to £6
WATCHES, CLOCKS, & JEWELLERY of every description.
ILLUSTRATED CATALOGUE POST FREE.
SIR JOHN BENNETT, LTD.,
65, Cheapside & 105, Regent Street, London.

RELIEF FOR ALL.
BROWN'S BRONCHIAL TROCHES.
Why not try these TROCHES for your fidgety cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

MAZDA
To obtain the utmost possible light at the lowest possible cost, see that you use only Mazda Drawn Wire
ELECTRIC LAMPS
BRITISH MADE

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.



Manfield
A name seen only on good boots.
Factory · · Northampton.
Branches · · throughout · · London & U.K.
Manfield & SONS

MILLIONS OF PEOPLE
FLORILINE FOR THE TEETH.
have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.
Also put up in Powder form.
Absolutely BRITISH. Why not give it a trial?



Linen COAT and SKIRT
Coat and Skirt in linen, cut on new straight lines, new pockets on Coat sizes SW. W. OS. Stocked in a variety of good colours. Also cotton Gaberdine.
52/6
¶ Write to-day for a copy of our new Spring and Summer Catalogue, sent post free on request.
Robinson & Cleaver Ltd
The Linen Hall, Regent Street, London, W. 1.



GONG SOUPS 2d
have proved to countless famílics the great stand-by to fill the gap caused by the present shortage of meat.
GONG SOUPS
12 Varieties.

THE PATENT
Treasure Cot
THE PERFECT NEST FOR BABY.
Light, Cosy, Hygienic, Portable.
No hard substances or draughts to mar baby's comfort. Easily washable. Packs small (weight 9 lbs).
Supplied with either Net or Canopy Support. Catalogue of Cots, Draperies, &c., post free.



No.0. Plain Wood - 23/9
No.1. Stained & Polished, 25/9
No.2. White Enamel - 27/9
No.3. Special Design - 33/0
Cots sent free on 7 days' approval.
All our specialities for the Nursery are British inventions and British made. *Only Address*
Treasure Cot Co., Ltd.
Dept. Z9 Showrooms (1st floor)
124, Victoria Street, London, S.W. 1
(*Next Victoria Palace*)

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2—SATURDAY, MAY 11, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4126. - VOL. CLII SATURDAY, MAY 18, 1918. NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



A SONG FROM HOME: IN A BRITISH HOSPITAL-TRAIN.

The modern hospital-train is a marvel of ingenuity and completeness. It is built corridor-wise, with passage ways from one coach to another, and is fitted with all necessary medical and surgical appliances, as well as kitchens and store-rooms containing enough food for, say, half-a-dozen meals for 500 men. The cots are arranged longitudinally in three tiers, the upper ones for men likely to require less attention, and the lower two for more serious cases. Everything is done to make the "wards" as bright and cheerful as possible, as in a hospital. Even canaries in cages may be seen hung near the cots on occasion to amuse the patients with their song, recalling memories of home.

DRAWN BY FRÉDÉRIC DE HAENEN AFTER OFFICIAL PHOTOGRAPHS. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE GLORIOUS END OF THE "VINDICTIVE": BLOCKI

DRAWN FROM M



THE COMPLETION OF THE ST. GEORGE'S DAY EXPLOIT: THE SINKING OF THE CONCR

The Admiralty announcement on May 10 of the blocking of Ostend Harbour by the sinking of the "Vindictive" at the harbour entrance ran as follows: "The operation designed to close ports of Ostend and Zeebrugge was successfully completed last night, when the obsolete cruiser H.M.S. 'Vindictive' was sunk between the piers and across the entrance of Ostend Harbo Since the attack on Zeebrugge on April 23, 'Vindictive' had been filled with concrete and fitted as a block-ship for this purpose." Commodore Lynes said this in a statement credited to hi "The 'Vindictive' sank herself about 150 to 200 yards inside the eastern entrance." According to airmen's reports next day: "She lies about 150 to 200 yards inside the outer end of

FAIRWAY AT THE ENTRANCE TO OSTEND HARBOUR.

BY AN EYE-WITNESS.



N BLOCK-SHIP "VINDICTIVE" AT OSTEND—THE VESSEL'S CREW GETTING AWAY.

pier, at an angle of between 40 and 45 degrees to it." Says a third narrative: "The Captain, finding himself almost alongside the piers, swung her into the channel, and rammed her ainst the eastern pier. Finding the 'Vindictive' was aground aft, and would not turn further, the officer cleared the engine-room and stokehold and blew the charges." The crew got wo motor-launches, shown while taking men off. Apparently the passage is not entirely sealed. "Her position," says a "Times" correspondent, "on high authority," "is such as to the use of the harbour certainly for cruisers, and to restrict its use for destroyers and submarines, though it is not claimed that these smaller craft cannot pass in and out."

WAR AS THE ARTIST SEES IT.

By E. B. OSBORN.

THE battle-picture is a modern invention. In classical times the personal contest was everything, and the artist's conception of warfare as a series of disconnected duels was that of the fighting men themselves, who would line up, even in the historic battles, to watch the contest between two famous champions. The war-scape was undreamed of; and so it comes about that there are no pictorial records of such terrific affairs as the Battle of Cannæ, where a great Roman army was annihilated in a space about half the size of the Oval. But the Romans, who were mere copyists of Greek artistic conventions, never thought of making pictorial records of their victories and defeats, and the traditional treatment of war as a form of athletics lingered on far down the Middle Ages.

The Bayeux Tapestry, with its figure of Harold with the arrow in his eye to remind us that the battle was really won by high-angle fire (here the bow has an advantage over the rifle), is as near as the mediæval mind could get to a modern battle-piece. Uccello, that typical quattrocentist, does not get much nearer, after all. He plays prettily with the newly discovered laws of perspective, and the eye rejoices in his sumptuous patterns of gallant colouring. But his battles are merely pageants of the jousting field, in which death is an indecorous accident.

In the full light of the Renaissance a better conception emerges of the battle-picture. Drama takes the place of pageantry, as one sees in Raphael's "Battle of Constantine," at the Vatican. Leonardo da Vinci, that pioneer in science and art, jotted down ideas in his note-book which, if they were indeed carried out, must have made him almost a realist. "You will first of all," he writes, "bring in the smoke of the artillery, which fills the air, and with it the whirling dust-clouds raised by the movement of horses and men." His battle-pictures, alas! have perished; so also have Michael Angelo's. Later on, Vermeyen and Vasari produced panoramas which are the ancestors of the tactical views appearing to-day. Later still, glorification of the brain that guides the battle-storm or the inextricable chaos of a cavalry charge became the leading motives. Van der Meulen shows you a hill in the foreground, where "Le Roi Soleil" manages his charger in the midst of a brilliant Staff; or Salvator Rosa presents an impossible tangle of fighting horses and men in a melodramatic colour-scheme. The apotheosis of the generalissimo was perfected by the painters of the Napoleonic legend.

Only the splendour of war is shown in these old pictures. Verestchagin was the first to set forth its infinite squalor in a light as cold and pitiless as the grey dawn over the Russian snows. Then came the painters of the French *débâcle*, who dignified defeat by depicting the anguish of the nameless combatant. The painted episodes of 1870-71 concentrated the world's attention on the hideous wrongs inflicted by war on the individual. To-day the set battle-piece is impossible—so vast are the stretches of country over which a battle ebbs and flows, so cunningly are the uniforms of the soldiers—khaki or field-grey—made to merge into the colouring of the terrain itself. Yet, for the first time in history, the artist is officially at work in the very fighting-line, so that we shall possess a complete series of his impressions. Now and hereafter the man and his machine—perhaps even the machine and its man—must be the dominant motive. In such pictures as Mr. C. R. W. Nevinson's "The Mitrailleuse," with its figures of men of iron tempered to steel in a crisis, I feel a sense of reality far transcending the realism of Verestchagin.

THE "VINDICTIVE'S" GALLANT END.

By ARCHIBALD HURD.

NOT much more than twenty years ago some official at the Admiralty was directed to suggest an appropriate name for a second-class cruiser which was building at Chatham Dockyard. It was then the rule to select names which were already in the signal-book; and, as the Navy already had its *St. George*, its *Dreadnought*, its *Revenge*, its *Warspite*, and its *Triumph*, it was at last decided to revive a war-ship name of comparatively recent date. It thus came about that the cruiser was christened *Vindictive*—which, as the dictionary reminds us, means "revengeful." The cruiser was at last launched and passed into the Service, going out to the Mediterranean Station. But she was a failure, because, though she had good lines and a turn for speed, and possessed many other qualities, she was of little use as a man-of-war. She mounted only four 6-inch guns and half-a-dozen 4·7-inch weapons at a time when Sir Philip Watts, then at Elswick, was designing for Japan and other foreign countries cruisers which could have blown the *Vindictive* out of the water.

If the matter was given a thought by the Admiralty, it must have been confessed that the name was an inappropriate one for a vessel which could do much, but could not fight. She was certainly not fitted to exact retribution from a foe. So, at last, she was given six more 6-inch guns, and the 4·7's were taken out of her. But it was felt that nothing could make the *Vindictive* a success. After six or seven years' service, she was paid off into the Dockyard Reserve at Chatham. It was thought that the *Vindictive's* short career was ended, and that conclusion seemed to be confirmed when, under Lord Fisher's nucleus-crew scheme, she at length passed into the "forlorn hope fleet," as it was called derisively, for it consisted of ships which, through old age or other causes, were never expected to prove of much use. But Fate has decreed that the *Vindictive* shall, after all, justify her name.

The Navy had apparently forgotten that the *Vindictive* still existed until on St. George's Day of this year it was revealed that she had played a great part. In the dead of night, in order to divert attention from three block-ships which it was intended to pass across Zeebrugge Harbour, she was laid alongside the Mole, and parties of seamen and Marines passed from her deck under a tornado of shells from the German defences to demolish everything they could reach. That hour of fierce conflict has passed into history. The defenders of the port were so surprised that they failed to stop two of the block-ships, which were eventually sunk at the very entrance to the canal leading to Bruges, through which, for three years or so, German destroyers and submarines had been wont to pass freely on their lawful, as well as unlawful, occasions. Zeebrugge was thus effectively sealed. Photographs which have since been taken by our airmen support that conclusion. The enemy has since been busy endeavouring to clear away the obstruction; but day by day, whenever the weather has been suitable, British aeroplanes have circled over the scene of the exploit of St. George's Day dropping bombs on the workers.

Zeebrugge is merely the sea-gateway of Bruges, situated between six and seven miles inland. Bruges stands in much the same relation to Zeebrugge as Manchester to Liverpool. But the Manchester of Belgium has the advantage of another outlet to the sea, a much narrower and shallower canal running down to Ostend. It is thus the apex of a wet triangle, and when the Germans overran Belgium they converted Bruges into a base for destroyers and submarines, besides erecting aerodromes. So, when Zeebrugge was sealed, the Germans still possessed an alternative route, of limited utility as compared with the Bruges-Zeebrugge Canal. On the night on which Zeebrugge was raided two other block-ships were sent into Ostend; but, owing to a change of wind and the crafty action of the Germans in moving a buoy, the vessels were not grounded in the position intended.

Thus the raid of St. George's Day was robbed of something of its glory of achievement. Ostend still remained a thorn in the side of the British Navy, threatening the British Army's communications across the Channel. But one of the two ports had been closed; and since the Americans and Japanese in earlier years had failed to carry out successfully a similar exploit, though opposed by less difficulties, the nation was more than well satisfied, and paid its tribute to the skill and daring of the men who had done so great a deed. It was suggested that the *Vindictive*, with her honourable scars, should be brought into the Thames and exhibited for a small fee to go in aid of some naval charity. The Navy replied that it would think over the suggestion.

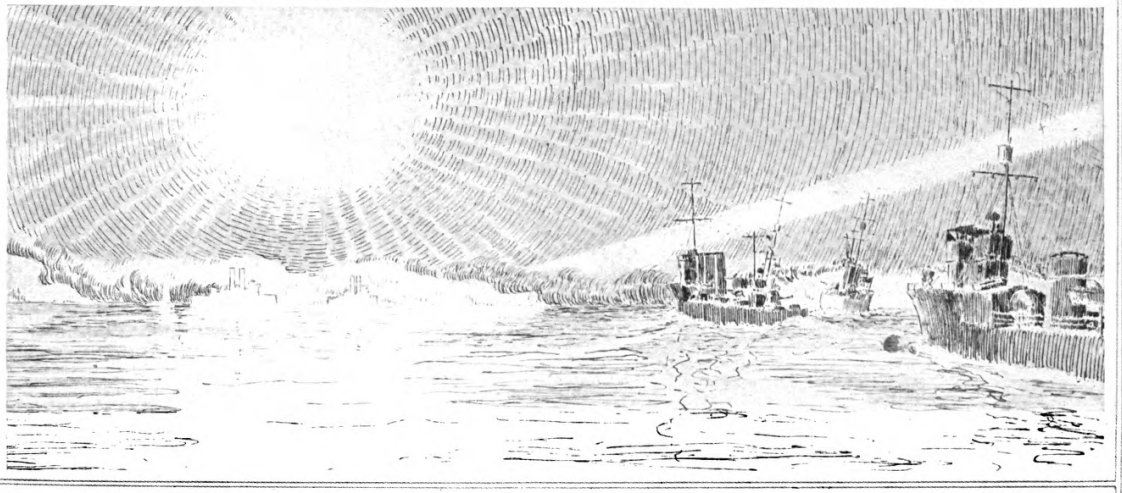
But the Navy was really thinking of how it could complete the business of St. George's Day, for it hates leaving a task half-done. So, while Londoners were wondering when the *Vindictive*, with her upper works battered and torn by the enemy's shell, would pass up the Thames, that ship was being loaded with cement. Last week, in the dead of night, she passed out of port once more, to be joined out at sea by a small armada—monitors, destroyers, coastal motor-boats, and launches. The wind was favourable and the sea smooth as the expedition moved towards Ostend, a pall of smoke concealing its advance. Some time elapsed before the Germans realised what was happening. They were taken by surprise. But at length the powerful batteries protecting Ostend opened fire, 11-inch guns, 5·9-inch guns, and 4·1-inch guns taking up the defence. While the *Vindictive* was picking her way through the sand-banks which guard the port, under this fierce fire, fog came on.

Twenty minutes were occupied in finding a suitable passage for a ship which in normal trim drew twenty-one feet, and meantime shells fell fast and furious, and star-shells lighted up the scene. But the small crew on board—about one-tenth of the usual complement—were not to be discouraged. By a fine exhibition of seamanship and gallantry the *Vindictive* was navigated to the harbour entrance, where two piers thrust themselves seawards. As the clocks ashore were striking two o'clock, the old cruiser reached the position which had been chosen for her. A few simple formalities were then enacted, the group of officers and men passed into the motor-boats which were waiting to rescue them, and the old cruiser sank at an angle of about forty degrees at the eastern pier.

In this way, under the orders of Vice-Admiral Sir Roger Keyes, and under the personal instruction of Commodore Hubert Lynes, C.M.G., the St. George's Day raid was finished off in a workmanlike manner, the *Vindictive*, with the honourable scars gained at Zeebrugge, coming to her final rest under such a salute of powerful artillery as has never before marked the last stage in the career of so insignificant a ship. She lies under the eyes of the Germans as the very embodiment of the fighting instinct of the British Fleet. The old ship could not have ended her career more worthily. Before the Germans can use these two Belgian ports again freely they must by some means or other clear away no fewer than six block-ships whose steel construction has been reinforced by the best Medway cement. The normal displacement of the *Vindictive* was 5750 tons; while the *Brilliant* and her four sister-ships represent another 18,000 tons, that being their aggregate displacement when they were in the Service. For some time the Germans will be kept very busy dealing with these obstructions, and in the meantime the activity of their destroyers and submarines will be restricted. The material injury which the enemy has suffered may be only temporary, but the moral effects will be lasting. The British Navy has once more asserted its primacy, and added a new and glorious page to its annals.

THE OSTEND HARBOUR EXPLOIT: SKETCHES OF THE FIRST ATTEMPT.

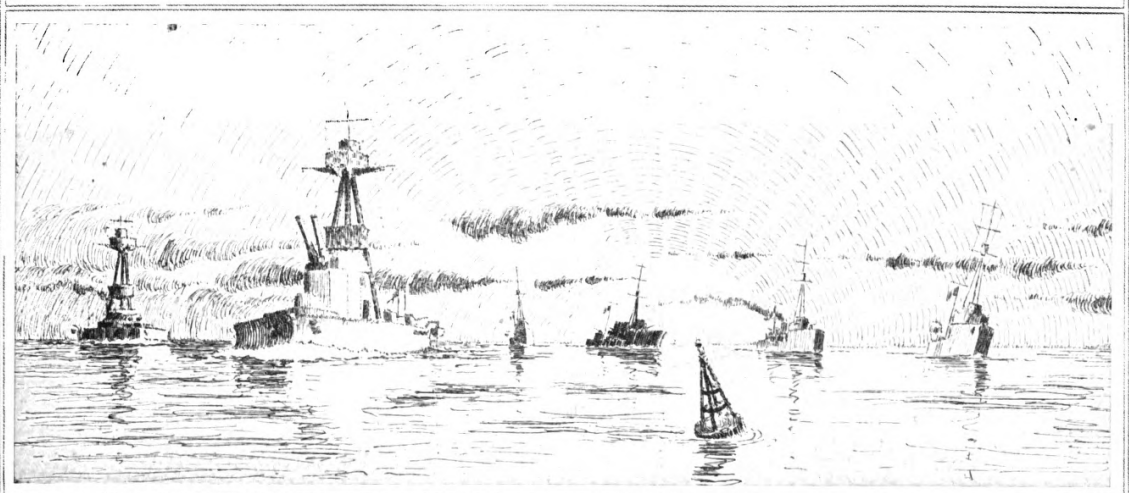
SKETCHES FROM MATERIAL SUPPLIED BY AN EYE WITNESS. COPYRIGHTED IN THE UNITED STATES AND CANADA.



IMMEDIATELY BEFORE THE ATTACK—AT MIDNIGHT: THE "SIRIUS" AND "BRILLIANT" (LEFT) PASSING INTO THE SMOKE-SCREEN.

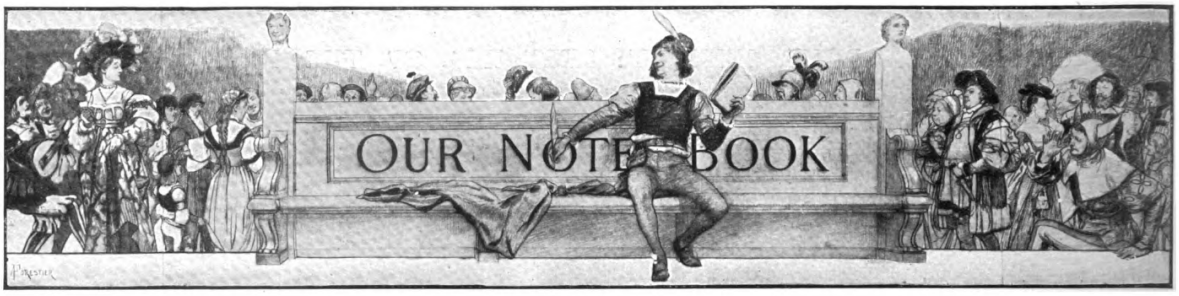


AFTER THE ATTACK: MOTOR-LAUNCHES ENQUIRING THE WAY HOME FROM BRITISH DESTROYERS AT DAWN ON APRIL 23.



AFTER THE ATTACK: BRITISH MONITORS (LEFT) RETURNING NEXT MORNING; WITH FRENCH DESTROYERS ESCORTING THEM (RIGHT).

"The 'Sirius' and 'Brilliant,'" says the official Admiralty narrative, "were already past the Stream Bank buoy when the wind changed, revealing the arrangements to the enemy. The 'Sirius' was already in a sinking condition, when, at length, the two ships, having failed to find the entrance, grounded, and were forced, therefore, to sink themselves at a point about 400 yards east of the piers, and their crews were taken off by motor-launches. . . . The coastal motor-boats had lit the approaches and the ends of the piers with calcium flares and made a smoke-cloud which effectually hid the fact from the enemy." In the first drawing an Ostend searchlight beam shows slanting across the fog-screen and smoke. The "Sirius" and "Brilliant" are seen dimly through the smoky vapour in the background, to the left of the centre, under the radiance of a star-shell, bursting directly over them. The splash of a projectile appears astern of the "Brilliant." To the right are British destroyers.



By G. K. CHESTERTON.

WE can all imagine, if only for the sake of argument, a man who always changes the subject by talking about the weather. When asked, let us say, to give a fair wage, he will say it is a fine day; or, if expected to pay for a glass of beer, he will assert inaccurately that it looks like rain. Little by little we should probably fall into the habit of leading the conversation away from meteorological topics, and parrying them whenever they appeared. We should admit, if we were true philosophers, that the weather is a wide and wonderful subject; and that the simplest child at play, or ploughman at work, may have an inarticulate inspiration of all that it meant to Shelley or to Turner. Nevertheless, we should gently but firmly detach the man's mind from the weather and bring it back to the wage. For instance, if told that our house and family had been struck by lightning, the remark might strictly be classified as talking about the weather. And, if we evaded it solely because of this atmospheric approach, we might miss the last chance of extinguishing some piece of furniture or near relative that was on fire. In short, many familiar things can be trivial subjects and can be very terrific subjects. And, curiously enough, something like this problem has arisen about the war.

Writing in this place, I have always deliberately avoided the matters on which my countrymen chiefly differ. This paper is well known among our Allies, and even among our enemies; and the thing we have chiefly to say to them is a thing on which we all agree. (I remember a farce, quoted in my childhood, in which the only English words a German could say, with guttural indistinctness, were "Illustrated London News.") But anybody who has to insist on the importance of that point of agreement tends to be rather in the false position of my imaginary weather prophet — the man naturally suspected of mere views about the prospects of a thunderstorm when he really brings news of the effects of a thunderbolt. He will too often seem to be taking refuge in patriotism as in a platitude; whereas it is really patriotism that is the paradox and the challenge—that has still the nature of wild news and revolutionary interruption. The very existence of our nation really is in deadly peril; the last hope of all nations really is pinned to a victory over Prussia. All differences about means, however hot and honest, must really be subordinated to this supreme end; all quarrels amongst ourselves must really and truly be kept under, because we win this one fight or we perish. Yet the statement of these solid facts inevitably sounds thin and faint; the man who keeps to the point of the peril has an inconsequent air of relapsing into generalities. Already he seems to speak of things too faded and too familiar, though the things he speaks of really began very recently and are driving to their end very rapidly. He seems to be talking about the weather, he seems to be staring at a barometer, when he is really staring at a bolt from the blue.



THE RECIPIENT OF A NOW HISTORIC LETTER FROM THE AUSTRIAN EMPEROR: PRINCE SIXTE OF BOURBON.

It was to Prince Sixte that his brother-in-law, the Emperor Karl, addressed the recently revealed letter admitting "the French just claims regarding Alsace-Lorraine." His sister, Princess Zita, married the Emperor Karl in 1911. He is a cousin of the Queen of the Belgians, and is said to have served in the Belgian Army till last February.

Photograph by Taponier.



PLACED ON THE RETIRED LIST: MAJOR-GENERAL SIR FREDERICK MAURICE.

The Army Council has placed General Maurice on retired pay for a breach of the Regulations in publishing his letter of May 7 contradicting Ministerial statements. A debate in Parliament on the letter resulted in a large Government majority.—[*Photograph by Vandyk.*]

And the reason for the error is the same. It is because such patriotism has been accepted lightly like the weather before it began to be experienced painfully like the war. Patriotism has really been used as an evasion, by men who dared not tell the truth about beer or wages, before it blazed before us as clear as lightning and as devouring as fire. Patriotism did become a last refuge of some before it became the first high peril of a plain respectable man. It is the memory of florid and frigid appeals, in time of peace, that now seem sometimes to falsify the perfectly practical appeals in time of war. The common politician has had the uncommon fate of being at once confirmed and confounded. A thing quite as strange as a stray thunderbolt has struck him; his own words have come true. We might say, without any grave injustice, that his own lies have come true. This type pretended to call down fire from heaven; and the fire really did come from heaven, or possibly from hell. He professed to provide his country with the pilot who could weather the storm; and was considerably disconcerted when heaven provided him with the storm. And now that he pleads pathetically and persistently that there really and truly is a storm, he still seems to some to be talking merely at random about the weather.

In the old politics of peace the appeals for unity were false, simply because they were appeals from a much greater thing to a much smaller one. The controversies that divided men were more real than the catchwords which were supposed to unite them. For instance, it was really absurd that a mere plea for "keeping the Party together" should prevent Liberals who believed in the South African War from supporting it, or Liberals who detested it from denouncing it. The South African War was a much smaller thing than any European war; but it was a much bigger thing than a mere caucus with a particular colour for its ribbons and rosettes. Some have now to combine against a peril far more actual than any passion. They have so often had to sink their real quarrels for some unreality that they can hardly believe that they must now sink their real quarrels for a much more real quarrel.

This is now the chief peril—not only among the national parties, but among the allied nations. It is vital that these should co-operate; it is in a very real sense vital that they should unite. For any folly any nation commits it will suffer afterwards in the natural order; but the success of the modern German Empire is so unnatural a punishment that even this wicked world does not deserve it.

One very simple way of stating the truth is to say that there is nothing we can complain of, in any of our fellow-citizens or any of our Allies, which victorious Prussia would not impose on the world, with all the evil proper to itself, and with seven devils worse than itself. There is no disease of ours that we can try to cure which they would not merely make incurable. If the brazen militarist and materialist once strikes us down, he will stun us for ever. We shall have lost the strength to reform, and even the power to repent.

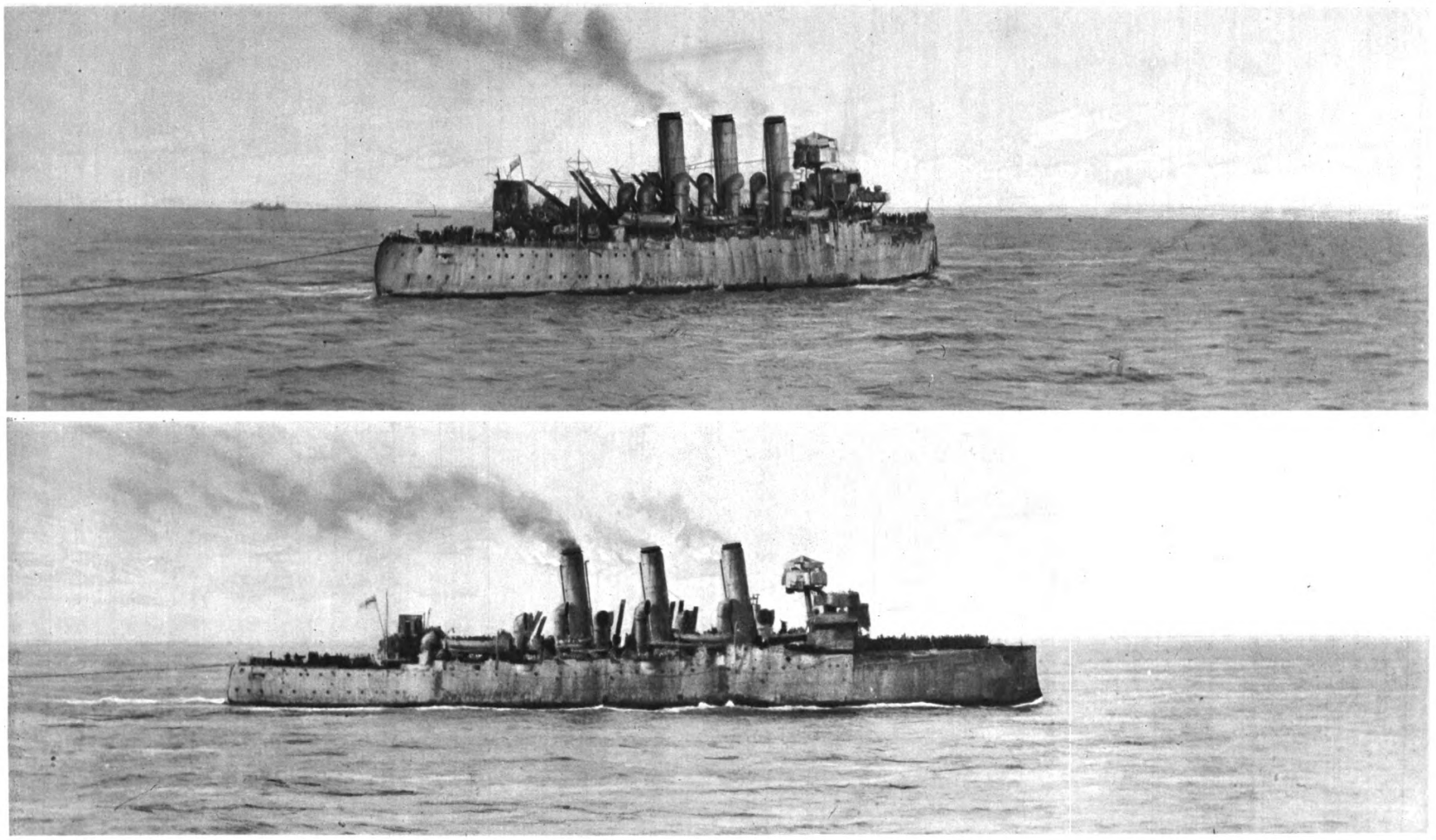


IN CHARGE OF THE BLOCKING OPERATIONS AT OSTEND: COMMODORE HUBERT LYNES, C.M.G.

The blocking of Ostend Harbour on the night of May 9-10, like the previous attempt, was carried out under the direction of Commodore Hubert Lynes. He entered the Navy in 1887, and in 1914 became Flag-Captain in the Third Fleet. At one time he commanded the Admiralty yacht "Enchantress," and formerly the "Cadmus" on the China station.

Photograph by Cribb.

ON HER WAY TO ZEEBRUGGE: HISTORIC PHOTOGRAPHS OF THE "VINDICTIVE."



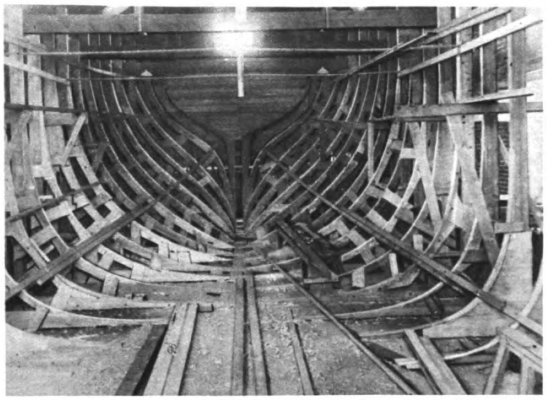
SHOWING MEN ON BOARD; RAISED DECK AND "BROWS"; AND ROPE TOWING "IRIS" AND "DAFFODIL": THE "VINDICTIVE," SINCE SUNK AT OSTEND, ON HER WAY TO ATTACK ZEEBRUGGE ON APRIL 22.

Although we have already published several photographs of the "Vindictive," the hero-ship of the naval raid on Zeebrugge and the second raid on Ostend, taken after her return from Zeebrugge, the above are of special interest as being the last to be taken of the famous old ship before she went into action at the Zeebrugge Mole. She is seen here on her way across with the raised deck and "brows" built for boarding the Mole, and, astern, the rope by which she was towing the two ferry-boats "Iris" and "Daffodil." On her decks, too, may be seen the gallant men who manned her. On May 10 the Admiralty announced: "The operation designed to close the ports of Ostend and Zeebrugge was successfully completed last night, when the obsolete cruiser H.M.S. 'Vindictive' was sunk between the piers and across the entrance of Ostend Harbour. Since the attack on Zeebrugge on April 23, 'Vindictive' had been filled with concrete and fitted as a block-ship for this purpose."

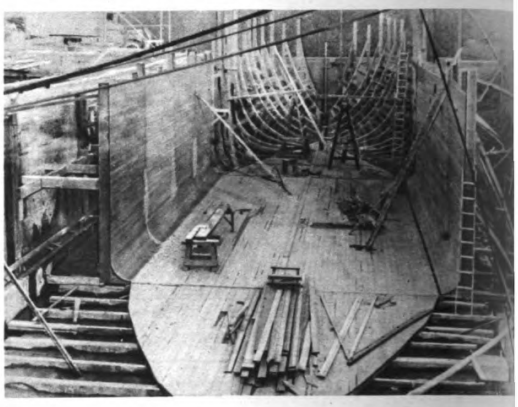
THE ILLUSTRATED LONDON NEWS, MAY 18, 1918—575

CONCRETE-SHIP BUILDING: WAR-WORK FOR WHICH THERE

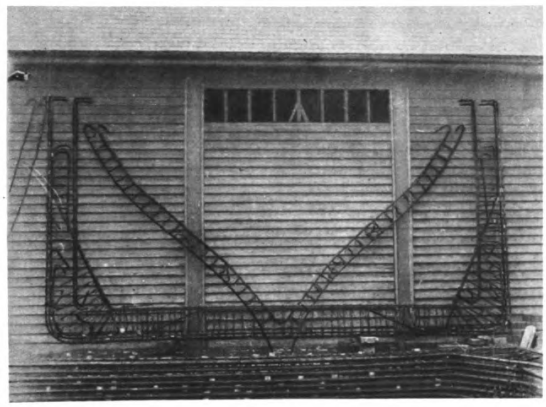
PHOTOGRAPHS SUPPL



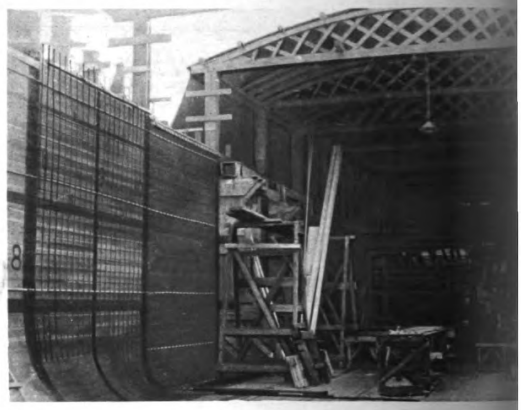
FOR THE "OUTER" AND "INNER" MOULDS: WOODEN RIB STERN-FRAMING, CLOSE-BOARDED OVER FOR THE CONCRETE MOULDING TO BE SHAPED.



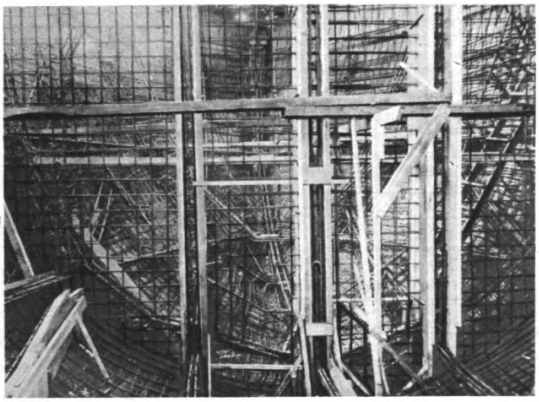
THE MIDSHIPS "OUTER MOULD" FOR A VESSEL: THE MOULDIN COMPLETED, WITH, AT THE FAR END, THE RIBS SHAPING THE BOW



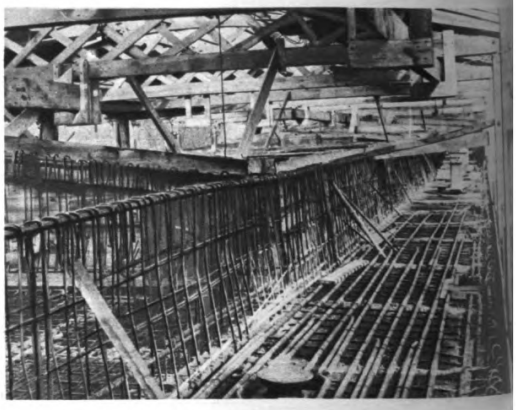
STEEL-ROD "REINFORCEMENTS" SET IN CONCRETE: "U" SHAPE FOR A MIDSHIP FRAME; "V" SHAPE FOR A FRAME AFT.



STEEL-ROD "REINFORCEMENTS" FIXED IN THE CONCRETE: A SHIP'S SIDE MOULD (LEFT); A FRAME MOULD (CENTRE).



A BOW "REINFORCEMENT"; "LIGHT" AND "HEAVY" SIDE AND FRAME REINFORCEMENTS: IN THE FOREGROUND, A BULKHEAD REINFORCEMENT.

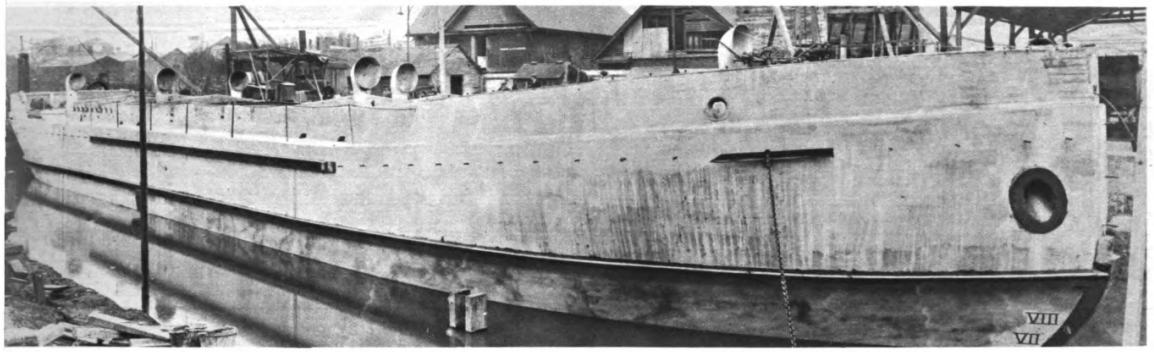


"REINFORCEMENTS" ON THE DECK AND COAMING BEAMS: A GENERAL VIEW; IN THE FOREGROUND, A BILGE PUMP DECK-PLATE.

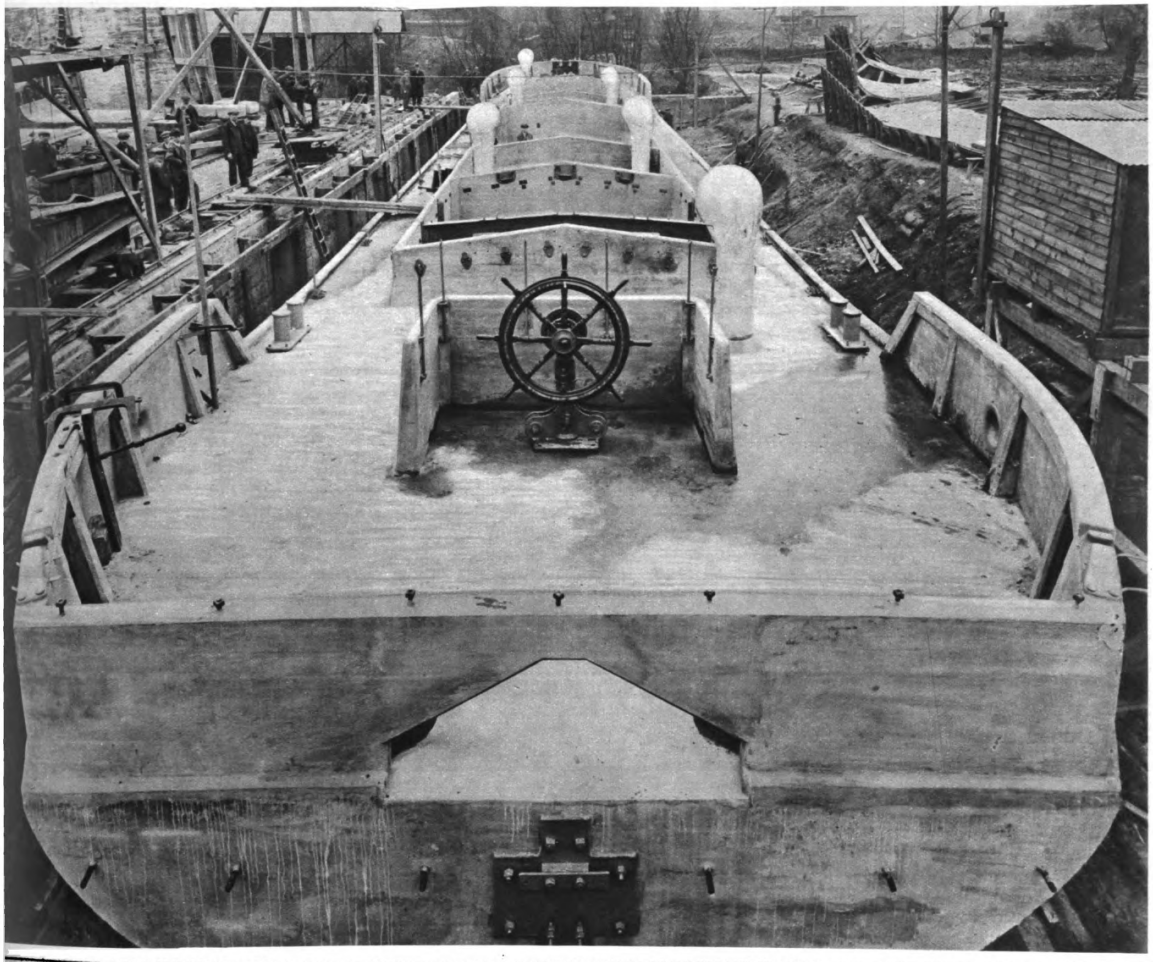
Answering a question in Parliament on May 9 on concrete-ship building, Mr. Pretyman, Civil Lord of the Admiralty, said this: "Every encouragement is being given by the Admiralty, newly formed yards having been laid down specially, while existing shipyards have been encouraged to form branch establishments for the purpose. At present no vessels of more than 1000 tons are being constructed to the order of the Admiralty," but "there is a very urgent demand for vessels of small tonnage which could be rapidly constructed. It was decided to concentrate

/ERY URGENT DEMAND"—MAIN STAGES OF CONSTRUCTION.

D GENERAL.



A CONCRETE VESSEL DOCKED, AND WATER-BORNE FOR THE COMPLETING-FOR-SEA STAGE, AFTER BEING LAUNCHED: A SIDE VIEW OF THE HULL, WITH THE WOODEN FENDERS PARTLY FIXED IN POSITION.



ON BOARD A PRACTICALLY FINISHED CONCRETE VESSEL: A VIEW ON DECK FROM RIGHT AFT TO THE BOWS, SHOWING THE STEERING-WHEEL AND HELMSMAN'S SCREEN, HATCHWAY OPENINGS, AND HOLD-VENTILATORS.

smaller craft until experience had been obtained as to construction and behaviour at sea." Comprehensive views of the stages of construction of concrete vessels, in building at the pyard of Messrs. J. and W. Stewart, of London and Belfast, are given above. Wooden outer and inner "skins" of the vessels' shapes are made and set up, with spaces between to serve moulds. These are filled with liquid concrete, with embedded steel rods as stiffening. When the concrete sets, the wooden moulds are removed, and the sections are put together.

THE FIRST PHOTOGRAPHS OF GERMAN TANKS: "PANZERKRAFTWAGEN."



CAPSIZED, AND AS CAPTURED BY THE FRENCH: A GERMAN TANK SHOWN WITH ITS IRON CROSS BADGE (THE BOWS TO THE LEFT) AND THE UNDER-CHASSIS.



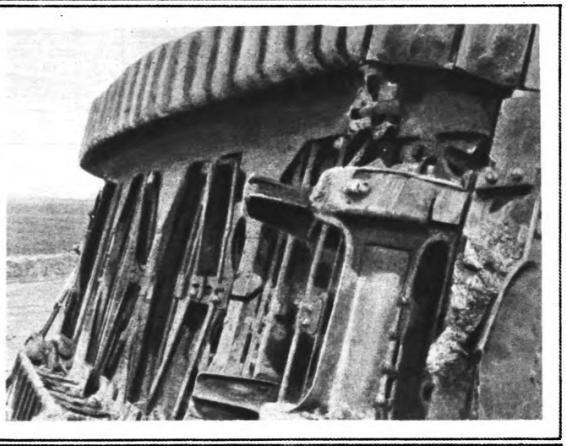
WITH THE ANGULAR BOWS TO THE RIGHT: THE TANK ON ITS SIDE, SHOWING THE ROOF SURFACE AND THE CONNING-TOWER WITH ITS PORTS AND SHUTTER-FLAPS.



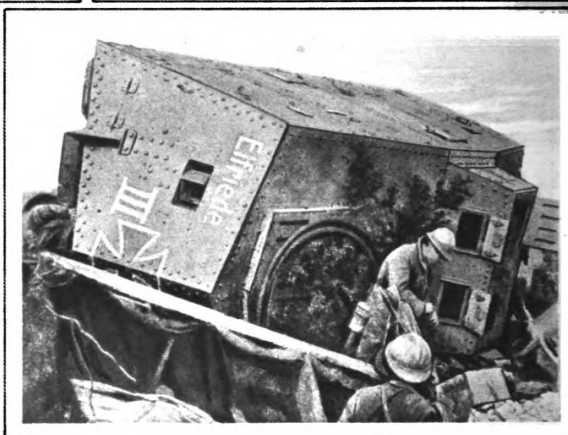
LYING ON ITS RIGHT SIDE AND SHOWING THE SIDE BADGE OF THE IRON CROSS: THE ENTRANCE AND EXIT OPENINGS IN THE ROOF OF THE CONNING-TOWER—THE REAR OF THE TANK TO THE LEFT.



DETAILS: BULLET-HOLED MACHINE-GUN SHUTTER-FLAPS AND THE ROOF *GRILLE* FOR VENTILATION AND THE ESCAPE OF FUMES.



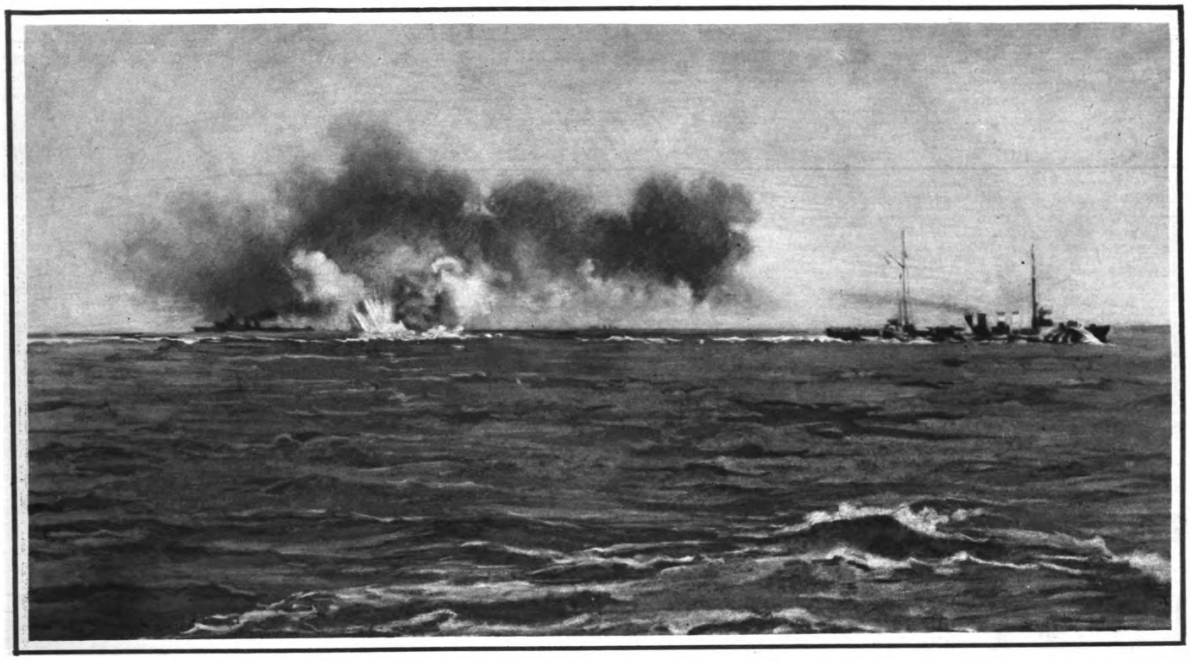
THE UNDER-BODY OF THE TANK CHASSIS: THE FLOOR FRAMING, AND ENDLESS TRACTOR WHEEL-CHAIN WITH GRIDS AFFIXED FOR GRIPPING THE GROUND.



THE CAMOUFLAGED ROOF OF THE TANK AS IT LAY CAPSIZED: REMAINS OF FOLIAGE ORIGINALLY LAID ON IT AGAINST AIRCRAFT OBSERVATION.

One of the war-correspondents thus describes German Tanks, from one taken and lying derelict after action. In design they are more like the French pattern than our own. Each weighs about 45 tons, and has a speed, at best, of 10 miles an hour. The front is plated with 28-mm. (about 1¼-in.) armour; the back with 20-mm. (about ¾-in.) armour; and the sides with 16-mm. (about 2-3-in.) armour. All this is quite flat, so that a bullet gets the fullest effect of direct impact, and armour-piercing rifle ammunition will perforate the hull anywhere. They are about 23 feet long. The conning-tower, in which the driver sits, is entered from above, and has hinged side-shutters; but observation, even at moderate range, is difficult, owing to structural defects. The armament comprises one 47-mm. (1·85-in.) gun, for direct fire ahead, and six machine-guns, mounted in pairs on each side and astern. The crew consists of one officer and 18 men, who pack the interior "like the contents of a sardine-tin." The Tank shown here is seen where it came to grief in the French lines. Both ends, the sides, and the roof and floor on the exterior are shown. Like German aeroplanes, the Tank bears the Iron Cross badge.

A Hit with a Depth-Charge: A U-Boat Settled by a Destroyer.



IMMEDIATELY AFTER THE UNDER-WATER EXPLOSION: THE CLOUD OF SMOKE STILL OVER THE SPOT WHERE THE DESTROYER DID ITS WORK AND "KILLED" THE GERMAN SUBMARINE.

The destroyer is seen on her course immediately after dropping a depth-charge where a U-boat had submerged, in conditions leaving little doubt as to the submarine's fate. A cloud of smoke, a spouting-up column of water and spray, and greasy, smooth patches of oil on the surface all round, indicated that the U-boat was almost certainly destroyed. The smoke of the under-water explosion is seen still over the spot which the fast-moving destroyer passed a few seconds before.—[PHOTOGRAPH BY ILLUSTRATIONS BUREAU.]

Lord French as Viceroy of Ireland: At the Castle, Dublin.



AFTER THE FIELD-MARSHAL HAD BEEN SWORN IN: THE NEW CHIEF SECRETARY TAKING THE OATH, IN TURN.

Field-Marshal Lord French, the recently appointed Viceroy of Ireland, with Mr. Edward Shortt, the new Chief Secretary, arrived in Dublin on the morning of May 11, and at once proceeded to the Castle. ' There, after a brief interval, the ceremony of swearing-in both took place. In the illustration, Lord French, after taking the oaths, is seen, in the uniform of his rank, seated at the head of the Council table. Mr. Shortt is seen at one side, standing while being sworn in. On the cushion in front of the Field-Marshal lies part of the Viceregal insignia and the chain of office. The ceremony was conducted in a simple but very impressive manner.—[PHOTOGRAPH BY ILLUSTRATIONS BUREAU.]

THE WORLD OF FLIGHT

ON STUNT FLYING.

By C. G. GREY,
Editor of "The Aeroplane."

ONE of the minor troubles of life in these days of the all-pervading aeroplane—especially for those who live anywhere in the vicinity of an aerodrome—is the habit of "stunt" flying affected by some of the energetic young gentlemen who hope ultimately to go and kill Huns in the air. The word "stunt," in its original connotation, was understood to mean anything which is difficult to do and not worth doing when done. The definition held good whether applied to a newspaper stunt, a financial stunt, an aerial stunt, or any other kind of stunt. The word is cacophonous, and therefore fits its meaning.

In its current use, especially in England, the word "stunt" has come to mean anything difficult and rather showy, though possibly useful; and it is in that connection that it is applied by aviators to their methods of flying. Stunt flying is always acrobatic, though acrobatic flying may not be stunting. Also, what was once considered to be stunting is now frequently regarded as being purely acrobatic flying of a highly necessary kind which has to be done as a matter of course.

For instance, there was a time, say between four and five years ago, when looping the loop on an aeroplane was stunting pure and simple. It served no useful purpose. It was rather difficult to do. It was decidedly dangerous, because in those days aeroplanes were not so well built as they are to-day. And it was exceedingly showy. In fact, it was only done by professional aerial acrobats, and it was severely discountenanced by the military authorities.

To-day, looping the loop and its allied tricks—such as sliding down backwards (commonly known as tail-sliding), cart-wheeling, spinning, and so forth—are all part of the day's work, because they are necessary in air-fighting, either to avoid being shot by an enemy or to reach one who is unusually agile. These tricks, however, are properly performed only at considerable altitudes, and so may be classed as legitimate acrobatics; for, in the event of the performer making a mistake, there is then plenty of room below him in which he may fall and recover a proper flying attitude.

On the other hand, when such tricks are performed close to the ground, so that any mistake must inevitably mean a smash—probably fatal—they may fairly be classed as stunting pure and simple. For example, one favourite stunt is to rush an aeroplane along the ground at top speed, with its wheels either actually touching or merely skimming the grass, and then to loop the loop straight off the ground, shutting off the engine as the machine turns its somersault, and landing as it comes round at the bottom of the loop. This stunt requires perfect judgment of speed and distance, and perfect handling of the machine. Any mistake means a certain smash, and almost certain death. It is just about as safe as walking over Niagara on a tight-rope was to the late M. Blondin. That is to say, it is perfectly safe so long as nothing goes wrong; but there is no margin for error.

Half-way between purely unnecessary stunts and genuine acrobatics come the tricks which are most familiar to the public. Young gentlemen who have been allowed to go up alone a few times pay a visit to a friend's house and do ferocious dives at the family party gathered admiringly on the lawn, missing their heads by a few feet and the surrounding trees by inches as they pull their machines up out of the dive. Others amuse themselves by doing heavily banked turns round the ancestral chimney-pots. Others again delight in careering along the beach at popular seaside resorts, skimming the heads of crowds of women and children, and leaping steeplechase fashion over the piers. Occasionally one of them hits the trees, or the chimney-pots, or the pier, or a flag-pole, and kills himself—and, perhaps, a passenger or a spectator or two as well. Always they depend entirely on their engine keeping going, for engine failure at such low levels means an almost certain smash.

Of course, such tricks as these are purely the outcome of the exuberance and thoughtlessness of youth. As one grows old and curmudgeonish, instead of admiring the "boy in the aeroplane," one wants to take the boy out of the aeroplane and spank him for being a public nuisance. Yet, strange as it may seem, even these stunts have their uses, though probably the people who started them were the last to realise how useful they were to be. Their value comes in on active service when aeroplanes are sent out in large numbers for what is called by the aviators themselves "ground-strafing." The main objective is enemy troops on the ground, either on the roads, in the fields, or in the parks or squares of the towns and villages behind the fighting line.

They are the target for machine-guns and bombs from the aeroplanes, and the aeroplanes are the targets for machine-guns and rifles on the ground. Now troops in order of march or in mass formation, transport columns on roads or parked while at rest, are gorgeous targets, for they cannot dodge rapidly. An aeroplane travelling at 120 miles an hour or so is not an easy target even when flying on a straight course, but when it is dodging madly about like an infuriated sparrow it is still harder to hit. It is then that the young gentleman who was considered rather a nuisance at home, because of his fondness for stunting near the ground, finds that the tricks which he then performed are of considerable use in saving his own life and in taking the lives of his enemies.

The dive into the family lawn taught him how to dive over the tops of the tall French poplars, pumping bullets into the Hunnish troops on the road beside them, and to get away behind a convenient wood or farmhouse before they can bring their rifles to bear on him. His trick of circling round the village church taught him how to dodge round a cathedral tower in Flanders, to drop his load of bombs into the mass of transport in the open *place*, or town square, and then to hop over the town hall and disappear into the open country.

One hears of British aeroplanes careering down the streets of a town full of enemy troops, flying level with the second-floor windows, pouring bombs and bullets with deadly effect into the soldiery crowded below. At such levels, aeroplanes are almost impossible to hit; and, if they are hit, their descent in the middle of the crowd probably wipes out more of the enemy than they would abolish with their ordinary weapons. Such flying along streets is not part of the regular curriculum of even the most advanced training schools for military aviators. Yet, on active service, habits thus acquired may—and do—prove of high value.

One is not by any means advocating that those able officers who are responsible for the training of the budding pilots of the Royal Air Force should forthwith proceed to include the main streets and squares of our chief cities in the itinerary of their pupils, nor that steeplechasing in its most literal sense should become a regular habit. One merely cites instances in which practices which are apt to cause annoyance to the groundling do in fact help in winning the war.



WITH THE AMERICAN EXPEDITIONARY FORCE IN FRANCE: AMERICAN MECHANICS ASSEMBLING 'PLANES AT AN AMERICAN AVIATION SCHOOL.
Official Photograph.



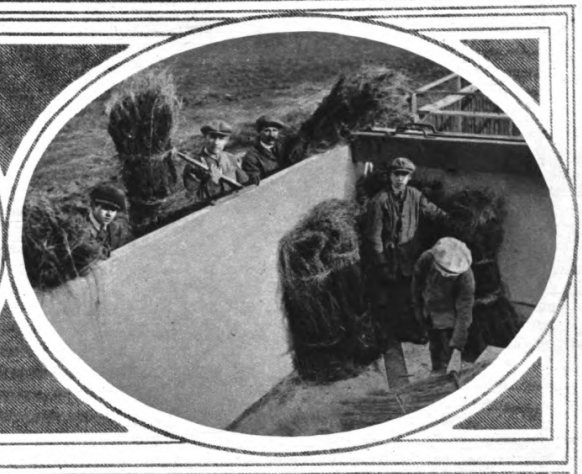
WITH THE AMERICAN EXPEDITIONARY FORCE IN FRANCE: 'PLANES LINED UP FOR INSPECTION AT AN AMERICAN AVIATION SCHOOL.—[*Official Photograph.*]

FLAX FOR AEROPLANE WINGS: A CALL FOR VOLUNTEER WORKERS.

PHOTOGRAPHS BY SPORT AND GENERAL.



IN THE FLAX FIELDS AT YEOVIL: GIRLS TURNING OVER THE STALKS LEFT OUT ON THE GROUND.



READY TO BE SOAKED IN WATER: THE FINER FLAX BEING PLACED IN THE RETTING-TANK.



WHERE THE FLAX STALKS ARE BROKEN SO THAT THE THREADS MAY BE EXTRACTED: THE BREAKING-MACHINE.



WHERE THE THREADS ARE EXTRACTED FROM THE STALKS: MEN, BOYS, AND GIRLS AT THE SCUTCHING-MACHINE.



THE BIRTH OF A LINSEED POULTICE: GIRLS DE-SEEDING FLAX STALKS BY PASSING THEM THROUGH WOODEN ROLLERS.

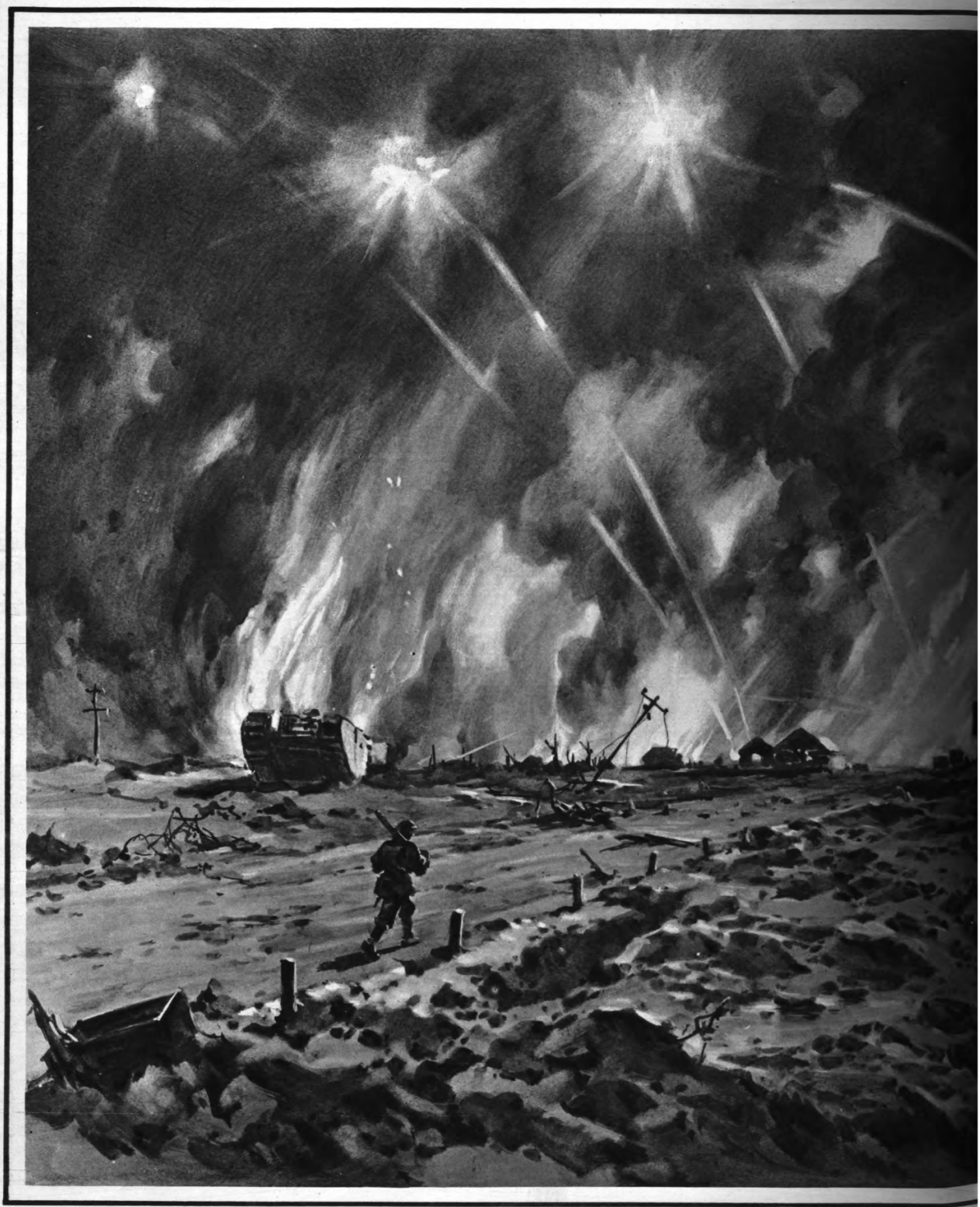


THE CONVERSION OF FLAX SEEDS INTO A FAMILIAR COMMODITY: THE MACHINE FOR REFINING LINSEED.

Owing to the enormous demand for fibre for the manufacture of aeroplane wings, and to the closing of Russian ports from which supplies formerly came, the Board of Agriculture, at the request of the Flax Control Board, formed a Flax Production Department to promote the cultivation of flax in this country, and the best use of the resulting crops. It was stated a few days ago that 3000 volunteers were still required for work in the flax-growing districts of Somerset, Suffolk, Lincolnshire, and Yorkshire, where several camps have been established. Already 7000 volunteer workers have been enrolled by Captain Elgee, at the Recruiting Office, Salters Hall, St. Swithin's Lane, E.C. Many of them are City clerks who are thus turning their holidays to useful account The minimum age is 16. Free camp accommodation and food are provided, with pay from 8s. to 10s. a week. From July onwards 100 married couples will be wanted for cookery and other camp duties. Boy Scouts undertake weeding work this month.

THE GERMAN OFFENSIVE: FLAMING POZIÈRES, "ONE

DRAWN BY H. W. KOEKKOEK FRO

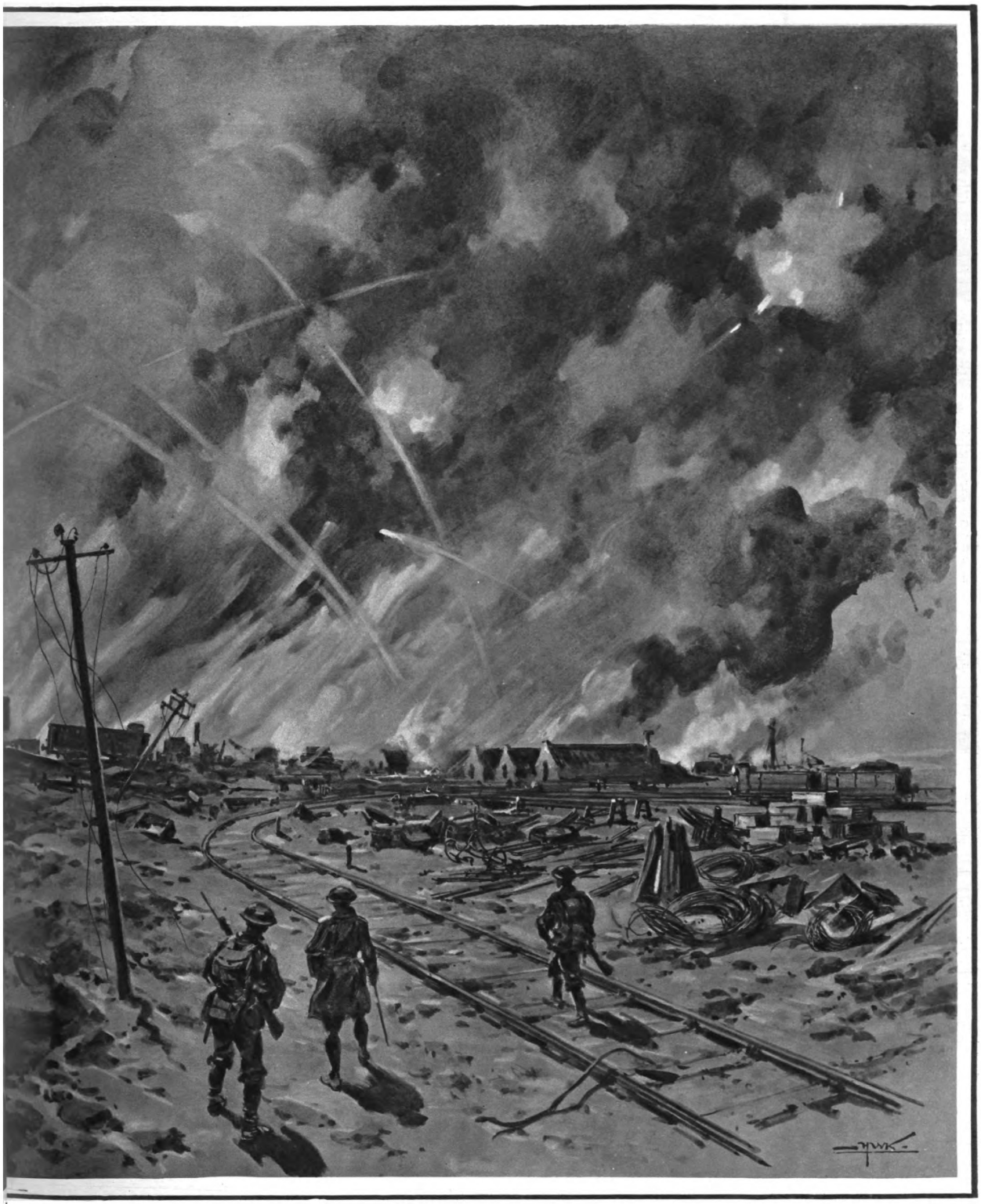


FIRED BY THE BRITISH ON RETIREMENT TO STRONGER POSITIONS: THE BURNING OF P

Pozières is—or was—a village about four miles north-east of Albert on the high road to Bapaume, near Courcelette, Martinpuich, Bazentin, and Contalmaison. Our drawing illustrates the scene during the German advance from Bapaume towards Albert. On the left is the road with a burning tank in the background. In the centre background an ammunition-dump and stores are blazing, the ammunition bursting in all directions; and among the buildings may be noted a large square water-tank. On the right is a railway siding. In the foreground is a British patrol—R.F.A. officers and infantrymen. On the retirement from Pozières the place was set on fire, and quickly became one of the most awe-inspiring sights of the whole war. Great gusts of flame and smoke rose up from the burning stores, lighting the whole

THE MOST AWE-INSPIRING SIGHTS OF THE WAR."

RIAL SUPPLIED BY AN EYE-WITNESS.



ZIÈRES, ON THE ALBERT-BAPAUME ROAD—A LURID SCENE OF FLAMES AND EXPLOSIONS.

country for many miles round, while huge explosions took place at intervals from the ammunition. Blazing cordite cartridges of the guns flashed in all directions. Describing the fighting in this district, Mr. Percival Phillips writes: "The stand of our troops everywhere has been splendid beyond description. . . . The battlefield several miles east of Albert awakened as though from the dead. . . . Six days ago you could motor from Amiens to Bapaume in fifty minutes, slipping from Albert along the last stretch of glistening road past the rubbish heap at the windmill by Pozières, and the loneliness of the journey would remain a poignant memory. To-day the fissures in the brown earth on the eastern edge of the waste are again full of Germans."—*[Drawing Copyrighted in the United States and Canada.]*

SCIENCE JOTTINGS

IN QUEST OF THE BOOK



SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

OF SACRED SCIENCE.

THE RETURN OF AN OLD ENEMY.

A WARNING note has just been sounded to the effect that we are in danger of infection from malaria through the arrival in our ports of troop-ships carrying mosquitoes bearing the germs of this most noxious disease. Although this belief is founded on a misconception, there is a substratum of truth in the notion. For, though the likelihood of danger from this source is based on ignorance of the life-history of the mosquito, some good may arise out of the alarm raised, if only by drawing the attention of the public to the fact that our native malaria-distributor, the Spot-winged mosquito (*Anopheles maculipennis*) may become infected by ingesting the blood of malaria-stricken soldiers sent home for treatment.

The error of the alarmist just referred to arose out of the mistaken notion that a "mosquito" is a tropical insect. This is far indeed from being the truth, for no less than eighteen species of mosquito are indigenous to the British Islands: commonly we call them "gnats." Painful as are the bites which they inflict, they are to-day harmless enough. But among this number one species—the Spot-winged *Anopheles*—till a couple of generations ago—was a pest indeed. For it was the agent which spread "ague" among the dwellers of the Fen-lands and similar areas.

But ague, which is another word for malaria, a disease set up by a microscopic blood-parasite, gradually died out, partly owing to the drainage and reclamation of the fens, and partly to the migration, from various causes, of the inhabitants of such areas to drier ground. As the infected people left the habitat of *Anopheles*, so they removed the source of infection from the carriers and distributors. Thus it is clear that all malaria-infected men must be jealously guarded against all chances of infecting our native ague-nurse, to start the disease among us afresh by injecting infected blood into healthy people.

A brief outline of the life-history of the mosquito should be within the knowledge of us all, for "gnat-bites" have to be endured even by town-dwellers, and this source of irritation might be materially lessened by a little knowledge of preventive measures. In the first place, it is "the female of species" alone which is to be feared, for she alone "bites." The male has no apparatus for "tapping" us to obtain a meal of blood. He is perforce a vegetarian. The female of the ordinary House-gnat (*Culex pipiens*) lays her eggs in raft-like clusters in cisterns, rain-water butts, pools, and rain-water gutters — in fact, any standing water. Hence during the summer every possible care should be taken to see that these are kept covered. *Anopheles* prefers swamps and reedy pools.

The eggs of these insects hatch out after a very brief incubation period varying with the temperature, giving rise to small, very active larvæ feeding on minute organisms found immediately beneath the surface-film of the water. But, though aquatic, they are unable to breathe the oxygen suspended in the water, and must therefore obtain this from the air. This they do by means of a special breathing organ carried on the tail, which therefore has to be thrust through this surface-film. One may take advantage of this fact to destroy myriads of such larvæ by pouring sufficient kerosene oil upon the water to form a thin film. This forms a layer which the delicate breathing apparatus of the larvæ is unable to penetrate, and, in consequence, death from suffocation speedily takes place. Where oil or other preventive mixtures cannot be used, and where drainage is impossible, minnows and other small fish should be encouraged, for these will destroy vast numbers.

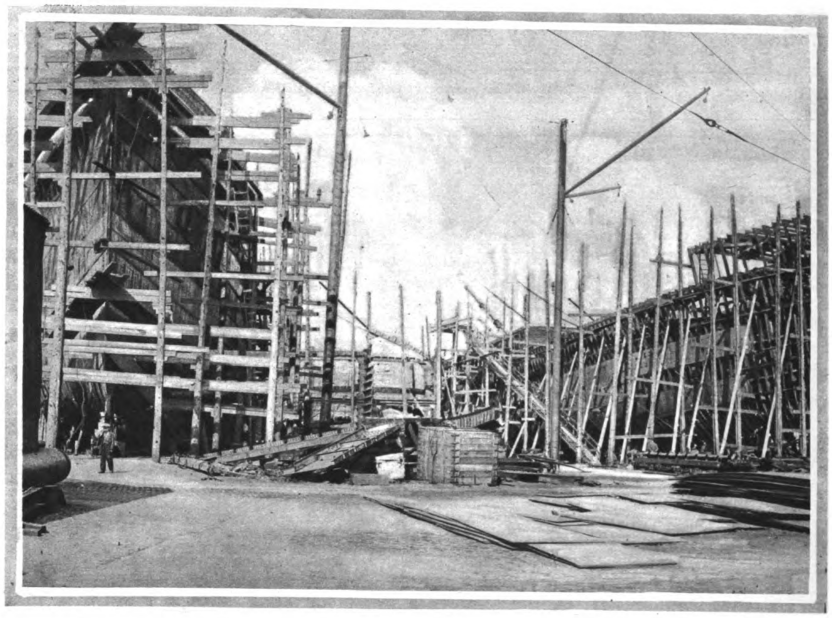
After a few days of larval life the pupal stage is reached. This is passed fasting, and at the top of the water. The breathing organs at this stage are placed near the head, in order that, when the time for the splitting of the pupa-case and the emergence of the perfect insect arrives, the exit may take place directly on to the top of the water, from the surface-film of which the maiden flight is made.

These larvæ may be recognised at a glance in any water-butt which has been left uncovered during the summer months. As one peers over the top they will descend from the surface in writhing swarms, to return immediately for food and air, if one stands perfectly still.

The adults of the House-gnat (*Culex*) and of the Spot-wing gnat (*Anopheles*) are also easily distinguished—at any rate when seen at rest. In addition to the spots on the wings, *Anopheles* carries the body tilted at an angle of about sixty degrees from the surface on which it is resting — that is to say, the abdomen is tilted upwards, while the hindmost pair of legs project backwards and downwards, but take no part in supporting the body. The foremost pair of legs are very long and turn upwards, well above and in advance of the head, then sharply downwards and forwards to grasp the point of support. *Culex* carries the abdomen pointing downwards and backwards, and the hindmost pair of legs high above the back. The foremost pair of legs have the first segment turned sharply upward behind the head, while the second segment passes downwards on each side.

Bedrooms to which mosquitoes have gained entrance may be cleared by allowing cressyl to volatilise, after closing the door and windows. About 75 grains should be allowed for every 35 cubic feet of space. This fumigant is perfectly innocuous to human beings. The bite of both species is extremely painful, and as a deterrent the face and hands may be rubbed with essential oil of oranges (30 grammes) and liquid vaseline (120 grammes). Camphorated alcohol (30 grammes) and oil of cedar (15 grammes) may be substituted for liquid vaseline.

W. P. PYCRAFT.



THE EFFORT OF THE SHIPYARDS TO COUNTERACT SUBMARINE SINKINGS: NEW FOOD-SHIP TONNAGE IN THE MAKING ON THE CLYDE.

On the left is a new standard ship plated; on the right a ship in frames, and in the centre an Isherwood oil-ship in frames. Lord Pirrie, the Shipping Controller, recently said: "The output for April 1918 [111,533 tons] though not reaching the high figures for March 1918 [161,674 tons] is 60 per cent. higher than April 1917. . . . The April output has been achieved notwithstanding the very large increase in the merchant ships which have been repaired and returned to service."—[*Official Photograph.*]

TO JOIN THE 500,000 IN FRANCE: U.S. "NEW ARMY" TROOPS MARCH PAST.

PHOTOGRAPHS BY TOPICAL.



THE ROYAL GROUP OUTSIDE THE PALACE: THE QUEEN, WITH PRINCE ALASTAIR OF CONNAUGHT, QUEEN ALEXANDRA; AND THE KING BEHIND.



THE KING TALKING TO GENERAL BIDDLE OF THE U.S. ARMY; WITH THE QUEEN AND PRINCE AND PRINCESS ARTHUR OF CONNAUGHT (ON THE LEFT).



"EYES LEFT!" THE KING SALUTING AND SALUTED BY THE U.S. TROOPS: THE AMERICAN REGIMENT MARCHING PAST THE ROYAL PARTY BEFORE BUCKINGHAM PALACE.



LONDON'S WELCOME TO A REGIMENT OF THE UNITED STATES NEW ARMY: THE AMERICAN TROOPS MARCHING ALONG BIRDCAGE WALK, BETWEEN ADMIRING CROWDS.

London gave a hearty welcome to the regiment of the United States New Army, 2700 strong, under Colonel Whitman and Lieut.-Col. Wagner, which marched from Waterloo to Buckingham Palace on May 11. Outside the Palace the King and the rest of the Royal party, including the Queen, Queen Alexandra, the Duke of Connaught, Prince and Princess Arthur of Connaught and their little son, Prince Alastair Arthur, and Princess Beatrice, took up a position at the edge of the pavement. His Majesty took the salute and returned that of every officer. Colonel Whitman left the column as he arrived at the saluting-point and stood between the King and the Duke of Connaught. After the march-past, his Majesty complimented him and General Biddle on the splendid bearing of their men. Over 500,000 American troops are in France.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY WALTER BARNETT, SWAINE, LAFAYETTE, ELLIOTT AND FRY, SARONY, AND A. AND N. AUXILIARY.



MAJOR W. CRABBE BECK, Royal Field Artillery. Eldest son of Mr. and Mrs. F. W. Beck, of Foxlow, Bromley, Kent. Mentioned in despatches.



MAJOR MORICE JULIAN ST. AUBYN, M.C., King's R. Rifle Corps. Son of late Mr. E. St. Aubyn, and of Mrs. St. Aubyn, of Connaught Square, W.



MAJOR FRANCIS GRAHAM, D.S.O., M.C., Royal Field Artillery. Only son of Mr. and Mrs. Edward Graham, of Rendalls, Harrow and Forston House, near Dorchester, and grandson of General Sir Robert Stewart, G.C.B.



LIEUT. IVO CLIFTON GASCOIGNE, Grenadier Guards. Only son of Captain Gascoigne, Seaforth Highlanders, and Mrs. Gascoigne. Culford Gardens.



MAJOR CYRIL H. R. SCHOLEFIELD, R.G.A. Son of Mr. R. Scholefield, Rathgar. Awarded the Order of the Crown of Belgium and Croix de Guerre.



MAJOR AND SQUAD.-COMMR. CUTHBERT R. ROWDEN, M.C., Worcester Regt. and R.A.F. Only son of Mr. A. Roger Rowden, Hillend, Eastnor, Ledbury.



LIEUT.-COL. J. T. R. MITCHELL, D.S.O., Argyll and Sutherland Highlanders, and Major, Royal Scots. Has been officially reported as having died of wounds.



LIEUT.-COL. HUGH ACLAND TROYTE, Of Huntsham Court, Bampton, North Devon. Killed in action while evacuating the civil population of a village under fire.



MAJOR DENYS HAMMONDS, D.S.O., M.C., Royal Engineers. Only son of Prebendary and Mrs. Hammonds, of Chichester. Was mentioned several times in despatches.



LIEUT.-COL. J. A. MILNE, D.S.O., Australian Infantry. Was awarded the Distinguished Service Order in August 1917 for gallant service at the Front. Has now been officially reported as killed in action.



MAJOR WILLIAM A. CRAIES, Australian Infantry. Eldest son of Mr. Walter Hamilton Craies, Queensland, Australia, and nephew of Mrs. W. F. Craies, Holland Villas Road, Kensington, W.



LIEUT.-COL. G. E. HOPE, of Luffness, Grenadier Guards. Husband of Mrs. Hope, of Luffness Castle, Aberlady, East Lothian, Scotland. Has been officially reported as having been killed in action.



MAJOR FRANK EARDLEY COCHRAN, S. African Infantry. Youngest son of the late Mr. John Cochran, one of Australia's early colonists. Major Cochran served under General Botha.



LT. THE HON. HAROLD FOX PITT LUBBOCK, Grenadier Guards. Son of the late Lord Avebury and of Lady Avebury. Killed in action.



MAJOR HAROLD BROWN, D.S.O., M.C., CROIX DE GUERRE, Yorkshire Regt. Son of Mr. George W. Brown, Lindsay Grange, Bournemouth.



LIEUT. VISCOUNT IPSWICH, Coldstream Guards, and R.A.F. Only son of the Earl of Euston, and grandson of the Duke of Grafton. His son, the Hon. John Fitz-Roy, born in 1914, becomes second heir to the dukedom.



CAPT. WALTER W. FORESTIER, M.C., Duke of Cornwall's Light Infantry. Youngest son of Mr. and Mrs. Theodor Schneider, East Dulwich.



2ND LIEUT. BERNARD MATTHEW CASSIDY, V.C., Lancs Fusiliers. Son of late Mr. B. Cassidy, and of Mrs. Cassidy. Awarded the V.C. for most conspicuous bravery.



(Speaker has just been welcomed home.)

"You haven't changed a bit!"

"It's three whole years since I've seen you, and to look at you it might only be yesterday! The same delightful way of doing your hair; the same dear old Aberdeen; the same box of Kenilworths . . . . ."

"Yes, I haven't forgotten how fond you used to be of a good cigarette."

"And Kenilworths are the very best. They're one of the good things that the War has left untouched."

Kenilworth Cigarettes are made of mellow golden Virginia leaf yielding a fascinating aroma. They will compare favourably with any Virginia Cigarettes you can obtain, no matter how high the price. Yet Kenilworths only cost ***1/4*** *for* 20, ***3/3*** 50, ***6/6*** 100.

FOR THE FRONT.—We will post Kenilworth Cigarettes to Soldiers at the Front specially packed in airtight tins of 50 at 2/6 per 100, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. ***Minimum order 200.*** *Order through your Tobacconist or send remittance direct to us. Postal Address:—14, Lord Nelson Street, Liverpool.*

Kenilworth Cigarettes

COPE BROS. & CO., LTD.,
LIVERPOOL AND LONDON,
Manufacturers of High-class Cigarettes.

NEW NOVELS.

"Pieces of Eight."

Mr. Richard le Gallienne sets sail for the Spanish Main. The romance of buried treasure allures him. So skilled a craftsman has all the instruments to his hand, of course, and with a "yeo heave-ho" away we go from the dusty manuscript of the pirate's secret to the mystery island, the landmarks, the digging, the ironbound coffer, and all the rest of it. It is plain that Mr. Le Gallienne, with the literary impulse strong upon him, said one fine day to his pen and pad, "Let us have a yarn of treasure-hunting," and forthwith "Pieces of Eight" (Collins) came into being.

There is a pleasant picture of Nassau in the year 1903 (the date is precisely given), a picture so vivid that we can feel the lazy air and hear the murmur of the tropic trees down the long Bay Street, "whose white houses, with their jalousied verandahs, run the whole length of the water-front." And later, when we come to the pretty little island where the seekers hunt for "a large cabbage-wood stump," Mr. Le Gallienne's craftsmanship shows again its airs of distinction. The plot, to tell the truth, is much less absorbing, or we found it so, than these seductive visions of the Bahamas, where winter is not, where seas are blue, and where raw grey Northern skies and the ugliness of utilitarian cities are alike unknown. It is these things that make our mouths water, far more than the pieces of eight, or even than the lovely maiden who rewards the hero (in the first chapter) with the treasure of true love.

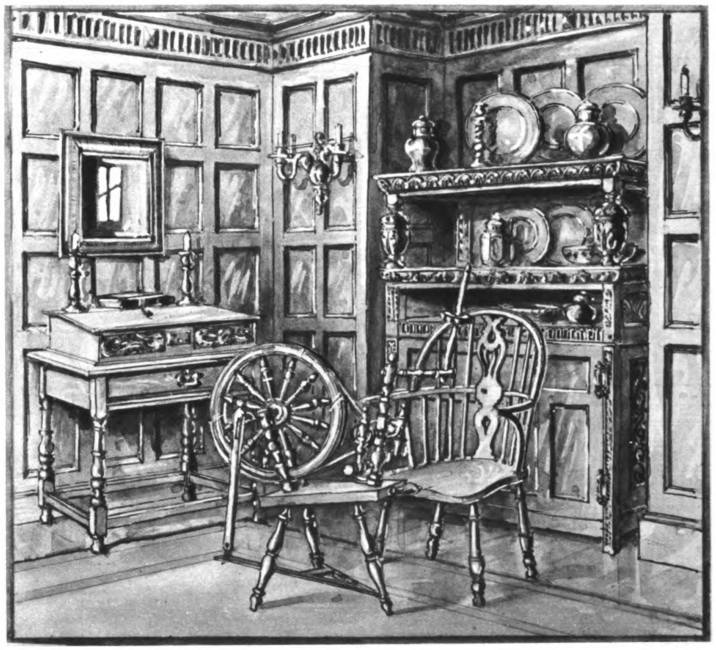
"Second Marriage."

"Second Marriage" (Martin Secker) may be considered as a study of constancy—constancy to the true worship and devotion of love. Ismay Hunt, who has been married and widowed before she appears among the people of Viola Meynell's new novel, had been a wife with her heart untouched, and the marriage had been her husband's tragedy. Before she rises in the story, her sister Rose shines and scintillates, attracted first by one man and then another, beguiled by her pagan joy of life into passing entanglements that leave her unawakened soul inviolate. Rose, if one may use the starry simile, is one of "the meaner beauties of the night," whose brightness dwindles when Ismay's moon-like glory is thrown upon the scene.

The people of "Second Marriage" are almost inhumanly sincere, and that is the only criticism we have to offer upon the author's psychology, which in so many ways is profoundly interesting and instructive.

The book is an illumination of the obscurities of love—the beautiful obscurities that a less tender writer would have failed to interpret, but that are put into language here with the understanding of poetic insight. Indeed, it is not possible to read it without noticing how the thoughts run parallel with the poets. Take Ismay, for example, waiting for Arnold on the ice of the fen, and her reflection—"What was it I said to Rory last night? I told him that I never leave Arnold without feeling that it 's for always." The mind runs back to "The House of Life"—"In every kiss sealed fast, To feel the first kiss and forbode the last." But Ismay was less to Arnold than his invention, the engine in the shed that kept him from her.

It need not be said that the scene of the book, the fen country with its sweep of cloud-land overhead, is described with a complete harmony between the intention and the word-picture in which it is presented to the reader.



A RESTFUL NOTE IN A TIME OF STRESS: OLD-WORLD FURNITURE.

The days of war are not favourable to the arts of peace, and it is well for lovers of beautiful furniture that our big business houses are able to supply designs which belong to the years when comparative calm permitted men to make the home a shrine of things beautiful and useful. Even to-day, at such a house as that of Messrs. Shoolbred, in Tottenham Court Road, beautiful things are to be bought at moderate prices—things not so unique as the chair which prompted Dickens to say that its chief glory was that the Duke of Wellington had refused to sit in it, but of quaint and attractive design. The items illustrated above are quite moderate in price, and the picturesque spinning-wheel, costing only £4 10s., the carved desk, £4 12s. 6d., the shapely buffet of old oak, £22 10s., the wheel-back chair, £2 12s. 6d., and the table, £3 10s., all suggest an atmosphere of art which well repays a visit to Tottenham House, the home of good taste in which Messrs. Shoolbred offer these and many other specimens of furniture of periods when art and comfort went hand in hand.



AERTEX CELLULAR
Defies King Sol and Boreas

Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in **Aertex** Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in **Aertex** Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.



ILLUSTRATED PRICE LIST of full range of AERTEX Cellular goods for Men, Women and Children **SENT POST FREE ON APPLICATION TO THE**

CELLULAR CLOTHING CO., LTD. FORE STREET, LONDON, E.C.2

A Selection from List of Depots where Aertex Cellular goods may be obtained:

LONDON.—Oliver Bros., 417, Oxford St., W.
" Robert Scott, 8, Poultry, Cheapside, E.C.
ABERDARE.—J. W. Morris, Commercial St.
BARNSLEY.—Turner & Charlesworth, Cheapside.
BATH.—Crook & Sons, 22, High St.
BEDFORD.—J. & A. Beagley & Co., 5, High St.
BELFAST.—Anderson & McAuley, Ltd., Donegall Pl.
BIRMINGHAM.—J. Wormington, Worcester St.
BLACKPOOL.—J. Whitehead, Abingdon St.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
BRIGHTON.—G. Osborne & Co., 50, East St.
BRISTOL.—G. Standerwick, Triangle, C'ton.
BURY (LANCS.)—S. B. Ambler, Bolton St.
CAMBRIDGE.—A. Bodger & Co., Sidney St.
CARDIFF.—E. Roberts, Ltd., 30, Duke St.
CARLISLE.—J. Huthart & Co., Ltd., 5 & 6, Green Market.
CHELTENHAM.—Cavendish House Co., Ltd.
CHESTERFIELD.—H. J. Cook, High St.
CHORLEY.—Hitchfield Meggitt & Co., Market St.
CORK.—J. Hill & Son, 25, Grand Parade.
COVENTRY.—Hayward & Son, 17, Broadgate.
CREWE.—J. R. Kilner, 13, Earle St.
CROYDON.—Pickford & Newton, 112, George St.
DARLINGTON.—Waites & Sons, King's Head Htl. Bldgs.
DERBY.—W. N. Flint, 14, James St.
DEVIZES.—M. Sloper & Co.
DONCASTER.—A. Gamman, 24, High St.
DOVER.—J. Falconer & Sons, 17, Bench St.
DUBLIN.—H. E. Taaffe, 27, Up. Sackville St.
DUNDEE.—Draffen & Jarvie, Ltd.
EASTBOURNE.—Bobby & Co., Ld., Terminus Rd.
EDINBURGH.—Stark Bros., 9, South Bridge.
ETON.—F. C. Devereux, 127, High St.
EXETER.—E. Sebley, High St.
FARNHAM.—H. K. Bentall, 18 & 20, Boro'.
FOLKESTONE.—Lewis, Hyland & Linom.
GLASGOW.—Pettigrew & Stephens, Sauchiehall St.
GLOUCESTER.—C. Morgan, Bank Bldgs.
GRANTHAM.—Tryner Lynn, 70, High St.
GRAVESEND.—T. Smith, 30, New Rd.
GREENOCK.—Alex. Niven, 6, West Blackhall St.
GRIMSBY.—J. W. Garrard, 102, Cleethorpe Rd.
HALIFAX.—R. Hume, 12, Cornmarket.
HANLEY.—J. E. Carhart, 38, Piccadilly.
HARROGATE.—W. G. Allen & Son, 6, Prospect Crest.
HASTINGS.—Lewis, Hyland & Co., 213, Queen's Rd.
HUDDERSFIELD.—W. H. Dawson, 22, New St.
HULL.—T. Gillett, King Edward St.
HYTHE.—J. C. Cole, 15, High St.
ILFORD.—A. Shorland, Ld., 187, High Rd.
ILFRACOMBE.—J. Pugsley & Son, 21, High St.
IPSWICH.—J. H. Grimwade & Son, Cornhill.
JARROW.—H. Golder & Co., 76, Ormonde St.
KEIGHLEY.—F. Pearson 25, Low St.
KENDAL.—R. W. & T. K. Thompson, 44, Finkle St.
KING'S LYNN.—Jones & Dunn, 26, Market Place.
KINGSTON-ON-T.—P. Harrison, 10, Thames St.
LANCASTER.—R. Stanton, 17, Cheapside.
LEAMINGTON.—Nevill Strange & Co., Parade.
LEEDS.—Hyam & Co., Ltd., 43, Briggate.
LEEK.—J. Sutton, 15, Stanley St.
LEICESTER.—T. E. Snowden, 6, Gallowtree Gate.
LEIGH.—W. Ince, 20, Market St. & 17, Bradshawgate.
LIVERPOOL.—Watson Prickard, 16, N'th John St.
LLANDUDNO.—H. A. Shilton, Lloyd St.
LONDONDERRY.—Irvine & Co., Ltd.
LYMINGTON.—Elliott & Son, High St.
MAIDSTONE.—H. Taylor, 34, Week St.
MANCHESTER.—G. W. Rickards, Old Millgate.
MANSFIELD.—J. C. Bradley & Co., Church St.
MATLOCK.—Marsdens (Drapers) Ltd.
MELTON MOWBRAY.—W. Barnes & Co., Market Pl.
MERTHYR TYDVIL.—R. T. Jones & Co., Market Sq.
MEXBORO'.—R. Brown, 47, High St.
MIDDLESBORO'.—A. W. Foster, 74, Linthorpe Rd.
MINEHEAD.—W. Holloway, 16, Parade.
MONTROSE.—J. Clark, 20, George St.
MORETON-IN-MARSH.—Strong Bros.
MORPETH.—Armstrong & Angus, 9, Bridge St.
NANTWICH.—Stretch & Harlock.
NEWARK-ON-TRENT.—Ernest Randall.
NEWBURY.—H. C. Count, The Bridge.
NEWCASTLE-ON-T.—Emerson Robson, 74, Grey St.
NEWCASTLE (STAFFS.).—Henry White.
NEWPORT (Mon.).—Nott Bros., Ld., 52, Commercial St.
NEWPORT (I.W.).—G. B. Purkis & Son, St. Thomas Sq.
NOTTINGHAM.—Dixon & Parker, Ltd., Lister Gate.
OXFORD.—W. E. Fayers, 12, Queen St.
PLYMOUTH.—Perkin Bros., 13, Bedford St.
PORTSMOUTH.—E. C. Bentall, 102, High St.
PRESTON.—R. Lawson & Sons, 131, Fishergate.
RAMSBOTTOM.—W. Barlow, Bridge St.
READING.—Reed & Sons, Ltd., 99, Broad St.
ROTHERHAM.—F. Gilling, College St.
RUNCORN.—A. Dodd & Co., Regent St.
ST. HELENS.—Smith's, 51, Church St.
SALISBURY.—Larkam & Son, Canal.
SHEERNESS.—Temple Bros., 48, High St.
SHEFFIELD.—Colver & Co., Ld., Market Pl.
SOUTHAMPTON.—Batten & Sons, Above Bar.
STOCKPORT.—W. C. Fleming, 10, Underbank.
TORQUAY.—J. F. Rockbey, Ltd., 49, Fleet St.
WARRINGTON.—J. E. White, 22, Sankey St.
WEDNESBURY.—E. P. Brown & Co., Ld.
WESTON-S.-MARE.—E. Hawkins & Co., 71, High St.
WIGAN.—Jackson & Smith, 42, Wallgate.
WOLVERHAMPTON.—Hyam & Co., Ld., Dudley St.
YORK.—Anderson & Sons, 33, Coney St.

THE DIFFICULTY OF OBTAINING MATERIALS, AND THE FURTHER WITHDRAWAL OF LABOUR, MAKE IT IMPERATIVE FOR K & J TO RESTRICT SUPPLIES OF THEIR SPECIALITIES TO REGULAR CUSTOMERS, GOVERNMENT DEPARTMENTS AND FIRMS ON WAR WORK

Take your Organisation problems to K&J

A CRITIC of Walter Bagehot wrote that he had a genius for seeing the obvious facts Many organisation problems are unsolved because facts that stare one in the face go unrecognised

This is very true in connection with Filing Everybody in the firm, from principal to office boy, handles papers If the Filing system is weak this fact lies at the root of delay and error

Bad Filing permeates the whole of a business

The solution of the trouble is perfectly simple and easily demonstrated By adapting to your business that *Unit Principle*, which is the basis of K & J Filing System, we guarantee to put this part of your organisation straight



K & J VERTICAL FILE

Kenrick & Jefferson Ltd.

London: 22 St Andrew Street Holborn Circus E C 4

Birmingham—20 Temple Street
Cardiff—5 Church Street
Leeds—82 Albion Street
Leicester—19 and 20 Corridor Chambers
Liverpool—30 Castle Street
Head Office—Multigraph Works West Bromwich
Manchester—7 Blackfriars Street
Newcastle—St Nicholas Square
Sheffield—28 Change Alley
Swansea—3-5 Goat Street
Belfast—Scottish Provident Buildings Donegall Square
Glasgow—166 Buchanan Street

GAMAGES

A House which is renowned the World over for

QUALITY AND SERVICE

OFFICERS' NAVAL UNIFORMS

R.N., R.N.R., R.N.V.R.

MONKEY JACKET SUIT. SUPER QUALITY.
Jacket, Waistcoat, and Trousers.

Sub-Lieutenant - - - **£5 10s.** to **£6 10s.**
Lieutenant - - - - - - **£6 10s.** to **£7**
For R.N.R. Officers, **10/-** extra.

NAVAL BRITISH WARMS.

Sub-Lieutenant, **£4 15s.** Lieutenant, **£5**
For R.N.R. Officers, 5/- extra.

Gold Lace on Sleeves and Shoulder Straps included in all above prices,

Service Cap and Badge - - - **24/-** and **28/-**

Kits Completed and Uniforms Made to Measure in 24 hours.
Naval and Military List Post Free.



TERMS CASH.

THE . .
"GAMAGE" Poncho Ground Sheet

SERVES AS A DOUBLE OR SINGLE GROUND SHEET, IS ALSO CONVERTIBLE INTO A WATERPROOF PONCHO, OR CAN BE USED AS A SMALL TENT.

Very strong and wear-resisting, and easily carried in pocket or kit-bag.

In oil-silk, eyeletted at corners.

Weight 1 lb.

Price 25/6

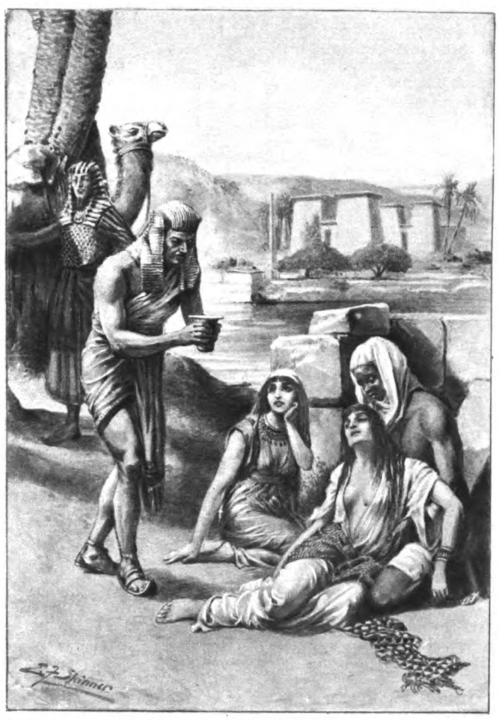
Post Free U.K. 1/- France.



WOUNDED OFFICERS

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

HOLBORN, LONDON, E.C. 1



"Nervous strength fails me . . . I am tired to the marrow of my bones."
FLAUBERT.

MEN of genius notoriously exaggerate their troubles—but Flaubert's words are only too true of nerve-sick men and women in every age and clime.

To-day, especially, such cases grow more and more numerous—and the pity of it is that the suffering they cause could so easily be avoided!

All that is necessary is to watch and withstand the initial symptoms—the excessive fatigue after normal exertion—the slight impairment of sleep and digestion—the tendency to worry and depression—the frequent need to "pull yourself together," to whip up your energy by force of will.

These clear signs of nervous strain can be quickly overcome by a course of Sanatogen—not a drug or a stimulant, but a true food-remedy, which powerfully nourishes your whole system whilst restoring energy to the brain and nerve cells.

FEED UP YOUR NERVES ON

SANATOGEN

You can judge Sanatogen's nutritive value by this one striking fact—two doses of it (four teaspoonfuls) yield as much body-building proteid as a pint of whole milk—though of course it is not made from whole milk—and it costs you only twopence a dose—less than tea or coffee in a restaurant!

The Genuine Food-Tonic.

As for its tonic value—the testimony is overwhelming. "I am convinced it is the best tonic I have ever come across," writes **Captain Ronald Stewart** (Military Hospital, Sterling)—and **Viscountess French** writes that she "finds Sanatogen most excellent!"

Let Sanatogen itself convince you. Try it for a few weeks—once or twice a day. Ask your friends about it, watch its effects. You will never regret making the experiment.

But be sure you get genuine Sanatogen—imitations and counterfeits are bound to disappoint you—and don't blame your chemist if he has to keep you waiting, for there is a temporary shortage just now, due to the great demand from military hospitals, etc.

Note: Sanatogen is still sold at its original prices—from 1/9 to 9/6 per tin—and it will later on be re-named Genatosan. The sole manufacturers are Genatosan, Ltd. (British Purchasers of the Sanatogen Co.), 12, Chenies St., London, W.C.1. (Chairman, Lady Mackworth).

LADIES' PAGE.

OVER all social functions war has thrown its blight, and such "fixtures" as continue are bereft of most of the old-time glory. The Royal Academy Private View was a conspicuous illustration of the change. At the threshold one missed the bank of flowers that always adorned either side of the wide staircase; and within the rooms there was no crowd—certainly not one-third of the number of visitors there used invariably to be. Moreover, those who were present were garbed with a commonplace plainness and quietness that contrasted strongly with the show of happier days, when this was the first of the great society gatherings of the season, and therefore the occasion for the earliest display of spring fashions. This year, not one solitary costume was in any way strikingly original, handsome, or in any way remarkable. Where is there a person who is not suffering family and friendly and financial losses that make display and frivolous expense seem folly? As I entered, I met a Countess in a black-and-white pin-stripe coat-frock, and a black toque of Tagel straw with a jet plaque for sole trimming. In the hall I saw another Peeress—one of the richest women in England, but a bereaved mother—wearing an old-fashioned black satin dress made with a train to lie a few inches on the ground, and a hat with a plain stretched white satin crown and an outstanding upturned brim of black tulle. True it is that both these Peeresses, as well as many other women there, had added handsome pearl necklaces and fur stoles to these ultra-plain gowns, but those adornments were undoubtedly pre-war possessions. Throughout the rooms the tale was the same. It is worth while to say this, that the working classes may not be deceived and irritated by the false supposition that "Society" is going on as usual, indifferent to the nation's losses. A Sunday paper that has a large popular circulation, for instance, stated in its woman's column that the crowd was so dense you could not see the pictures, and the gowns were quite amazingly lovely! Obviously, the writer did not reflect on the possibly mischievous apect of such a statement.

One of the prettiest dresses was a quite simple navy-blue silk serge, having epaulettes of silver embroidery; it was caught in loosely to the waist by a belt, from which long ends fell down behind to the end of the tunic, all edged with silver embroidery. The hat, of blue silk, was raised all round on a wreath, resting on the pretty waved hair, of alternate blue and old-pink flowers. The new very deep collars in a contrasting shade were seen on several coat-frocks; one of putty-coloured cloth upon a royal-blue satin coat actually reached the waist behind, and yet was hardly visible in front, where the blue satin opened over a lace vest decked with a long hanging row of pearls. As the Paris "dress controller" has exacted a pledge from designers only to use four-and-a-half metres (about five yards) double-width wool material to make a gown, there is a perceptible narrowness in the skirts of the moment; but I observed that most of the new narrow under-skirts were relieved by a rather full tunic. One very narrow, sheath-like black satin gown at the Academy was thus draped with a tabard tunic of Venetian red brocade, edged narrowly with faded-looking gold passementerie round the cut-down neck, and also up the sides where it fell open beneath the arms, and carried round the bottom of the tunic. In three cases, an artistic draped tunic had been cleverly arranged over a tight and plain skirt with an old Indian cashmere shawl. As I had previously been told at a leading West End house that not only Cashmere shawls, but good and genuine old Paisley reproductions of the Indian designs, are to be got out and thus utilised, and as I actually saw those three worn at the Private View, some of my readers may like to have and act upon the hint. One of these Indian-shawl coats had a sailor collar of moleskin; another was a tunic drawn loosely and with an informal artistic effect into a yoke of old ivory-tinted Venetian point-lace; while the third was "wangled" with some strips of black satin, embroidered with tiny gold beads sparingly used. Beads, by the way, are having a great innings, both in the form of embroideries and as long chain necklaces. One black georgette frock trimmed with chalk-white beads in some profusion was noticeable.



A "CURFEW" DINNER-DRESS.

This is made of soft-grey charmeuse. The loose coat is of the same material of a slightly darker shade, and is lined with emerald-green Ninon; and an emerald-green ribbon at the waist gives the desired touch of light colour to the dress.

There are a great many pictures by women on the walls, but nothing particularly striking. Many portraits of ladies are to be seen, and it is clear that the present style of dress is very artistic, and, perhaps, more paintable than women's costume has ever been since the days of Reynolds and Romney. But the new ideal of "woman" is represented too. There are quite a number of canvases depicting her at her novel war-time occupations in factory and field. In the big gallery alone there are three pictures of farm-women. Mr. Stanhope Forbes, R.A., has chosen them for his field scene called "At Noon-Day"; then there is a capital picture of a plough-girl turning her great team, by Mr. Rowland Wheelwright, called simply "1917"; and Miss Dorothy Adamson's "The Green Armlet" is on the same subject. Quite another point of view is that touched in Mr. David Jagger's fine portrait of "Miss Iris Van Raalte," in a blue velvet cap and blue velvet and biscuit canvas striped cloak, who is painted with a half-smoked cigarette between her fingers.

FILOMENA.



INEXPENSIVE CRÊPE-DE-CHINE FROCKS.

OUR own exclusive design, made in our own workrooms from thoroughly reliable materials.

AFTERNOON GOWN, in good quality Crêpe-de-Chine, dainty bodice cut on simple lines finished with novelty silk ribbon in contrasting colourings and sash of self material with fringe. Plain, well-cut, straight-hanging tunic skirt. In navy, black, and a few good colours.

Price
£5 18 6

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W 1

NOTE—This Establishment is closed on Saturdays.

"——only yourself to blame for wet-feet colds."

Your own fault, too, if your boot bills are big. Your own fault for wearing ordinary leather soles instead of securing DRI-PED'S protection and DOUBLE WEAR.

Dri-ped, The Super-Leather for Soles, is absolutely waterproof, and the more leather prices advance, the more Dri-ped's DOUBLE WEAR saves you.

War needs restrict Dri-ped supplies for civilian wear, though a limited quantity IS available. Military and Naval Officers can always obtain Dri-ped from repairers possessing Government permits.

DRI-PED REG?

The Super-leather for Soles.



See this trade mark in purple every few inches on each sole. Without it the leather is a substitute.

Write for free booklet.

Inquiries to Dri-ped Advt. Dept., County Buildings, Cannon Street, Manchester.

Sole Manufacturers:
WM. WALKER & SONS, Ltd.,
Bolton, Lancs.

B/11

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

SPLENDID STOCKS OF

CRICKET TENNIS FOOTBALL HOCKEY POLO CROQUET

And all Classes of In and Out-of-Door Amusements for the Troops at Home and Abroad.

Sole West End Depot for the Famous "TATE" Tennis Racket.

ALL LEADING MAKES IN STOCK.

SPECIAL QUOTATIONS FOR REGIMENTAL ENQUIRIES.

LILLYWHITE'S

LILLYWHITE FROWDS (HAYMARKET) LTD.

SPORTS GOODS MANUFACTURERS,

62, HAYMARKET, LONDON, S.W. I.

Watchmakers. Established 1851.

SMITH'S ALLIES WATCH

LUMINOUS



ACTUAL SIZE

FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.

With Hinged Case, £3 3 0

Please write for Special List of Accessories for the Front.

S. SMITH & SON LTD ESTD 1851

HOLDERS OF 6 ROYAL WARRANTS. WATCH MAKERS TO THE ADMIRALTY.

6, GRAND HOTEL BLDGS TRAFALGAR SQ. W.C. & 68, PICCADILLY, W.



Fine Sapphire and Diamond Ring, £4 15 0

A fine Assortment of Rings & Jewellery always in stock.



Fine Double Cluster Diamond Ring, £10 10 0

MEDICAL WRIST WATCH.

Luminous Figures and Hands.

Screw in Dust and Damp-proof Case.



Reg'sters 1-5th of Seconds.

Invaluable for Hospital Work.

Sterling Silver, £5 15 0

ALARM

The Alarm will arouse the Heaviest Sleeper.



WATCH

Sterling Silver "ALARM" Watch white dial, £6 5 0

With Oxydised or Nickel cases, white dial, £5 5 0

With black dial 5/- each extra

Luminous Alarm Watch. Perfect Timekeeper.

The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

S. SMITH & SON, LTD., Est. 1851

6, GRAND HOTEL BLDGS, TRAFALGAR SQ., W.C. & 68, PICCADILLY, W.

Harrods

Fine Cutlery & Electroplate

The real and final test of Cutlery comes in *Service*, and by this test no less than by all others Harrods Cutlery demonstrates its absolute supremacy.

CANTEEN OF CUTLERY. Illustrated (P.S. 3738) with 84 Pieces.

Harrods "A" quality Electroplate and Sheffield cutlery with best imitation ivory handles £14 10 0

If with 99 Pieces, £17 2 6

FORKS OR SPOONS "A" quality Electroplate. P.S. 100.

Table Forks or Spoons, half doz. 17/-

Dessert Forks or Spoons, half doz. 13/-

Tea Spoons, ½ doz. 6/9





KNIVES

as fitted in the Canteen illustrated, P.S. 3744.

Table Knives half dozen 13/9

Cheese Knives half dozen 12/3

Carvers per pair 9/6

A Great Variety suitable for Gifts or Prizes in the great Silver and Cutlery Salon (Ground Floor).

HARRODS Ltd Woodman Burbidge Managing Director LONDON SW 1



Crêpe-de-Chine BOUDOIR WRAP

Particularly attractive and becoming, made in a good quality Crêpe-de-Chine, trimmed with self material plaiting and girdle of same.

SPECIAL PRICE 98/6

Catalogue Post Free.

THE RAVAGES OF MOTH.

Store your Furs in our Freezing Chambers. Particulars of our new Combined Fur Storage and Insurance against all and every risk sent Post Free on application.

Debenham & Freebody.

(DEBENHAMS LIMITED)

Wigmore Street. (Cavendish Square) London W.1.

Famous for over a Century for Taste, for Quality, for Value

Lea & Perrins

RATION HINTS—2.

When meat is scarce, TINNED HERRINGS, SARDINES or other preserved fish with LEA & PERRINS' SAUCE, offer an appetising meal.

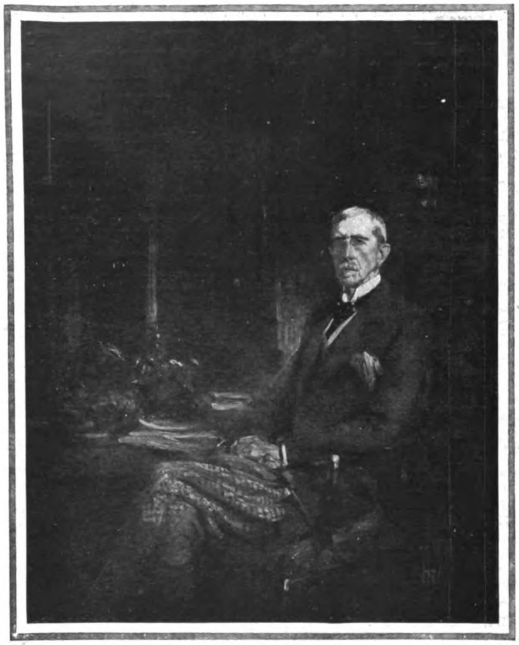
LITERATURE.

The Master-Men at Sea.

Mr. Archibald Hurd's name on the covers of a book about the Navy may always be taken as a guarantee of something interesting for the reader, and instructive as well. He hits the mark again this time with his just-published sea-service volume, "The British Fleet in the Great War" (Constable). The volume is one brimful, if the word may pass, of what everybody just now wants to know about the tasks of the Fleet; and that is a big score for the writer. It deals with matters which very closely concern us all; and, incidentally, it certainly should prove helpful in giving a straight answer to some of those irritating querists, whom one comes across from time to time, who ask complainingly, "What *is* the Navy doing?" No reader of Mr. Hurd's new book should hesitate about, or be at a loss for, an answer.

The introductory chapter tells succinctly and clearly the story—which can never be too often retold—of the fateful decision and bold stroke taken by the First Sea Lord in that historic week of August 1914, just before the enemy had made his first openly hostile move, by which "this country gained the initiative at sea. What did that mean?" continues Mr. Hurd. "It meant that the British Fleet took the offensive against the enemy, and it has been on the offensive ever since." Two chapters in the book stand out as of pre-eminent value and pertinent interest to every body. "The Testing of the New Navy" is one, and "Invasion a Sea Heresy" the other.

Jutland Battle was the crucial test, the author maintains and proves. He lays stress in particular on Admiral Beatty's battle-cruiser tactics and heroically daring part in the battle. "In this way the New Navy was tested—the Navy manned by men of our own generation. . . . This vast machine, differing in every detail from the Navy of the past, was submitted to its trial against a force of superior strength. The Battle of Jutland raised the prestige of the British Navy to the high level which it attained during the Napoleonic war. The triumph of the *personnel* of the British Fleet was more conspicuous," continues the author, "than the success in ship design, construction, and organisation." Yet a third chapter to which our readers' attention should be drawn is that entitled "The Menace of the Submarine." Among other matters, Mr. Hurd notes that "after three-and-a-half years of war German submarines have sunk no unit of the battle-squadrons of the Grand Fleet." He brings his review of the results of the U-boat piracy campaign against food-ships, transports, and merchant-vessels well up to date. "The record," as he puts it in brief, "must be discouraging to the Germans and encouraging to us."



AT THE ROYAL ACADEMY: JAMES BUCHANAN, ESQ., J.P.—BY J. J. SHANNON, R.A.

The portrait is a presentation to Mr. Buchanan from the directors of the various companies with which he is associated.

The Copyright of this Picture is strictly Reserved.

The War: A Chronicle of Heroism.

Mr. Philip Gibbs is a realist, as any chronicler of history-making incidents should be, but he very properly refrains from making his book, "From Bapaume to Passchendaele" (Heinemann), an unqualified record of suffering and destruction. Heroism rather than horror is the note of his work. He recognises that he is one of a body of men who are to be "witnesses to give evidence at the bar of history," and cannot minimise the murky air of misery and violence; but he mitigates it by touches of tenderness, of selfless thought for others, of heroism, of human kindness, and even of humour. His eyes are not blind, nor his sympathy irresponsive to the tragedy of it all; but he never loses sight of the heroic truth—"Dulce et decorum est pro patria mori."

The fine courage of our men and of our Allies relieves the terror of a war without precedent—a war in which science has been at once more destructive, more repulsive, and more beneficent in its work of healing than in any previous war the world has known. The men with whom he talked were splendid, heroes all, who answered his questioning with "a stark simplicity of truth, with often a queer glint of humour—grim enough, God knows—but humour still."

There had to be in this book, if it were to convey a true impression, much talk of "ravaged plains, And burning towns and ruined swains, And mangled limbs and dying groans," but the final effect is one of immeasurable pride in the unflinching heroism of men fighting to save their country and half the world from tyranny, the men of nearly a hundred regiments who figure in the author's Roll of Honour: this story of the war as it raged from Bapaume to Passchendaele. Mr. Gibbs can paint his war-pictures with vigour, as is proved on every page; but he has also the virtue of restraint when things literally too terrible for words lie behind the veil which, with equal judgment and humanity, he does not lift.

Control Prices and a Moral

ONCE upon a time a man named Sheraton made very beautiful chairs—so beautiful that people who had wealth and fine taste built fine houses and decorated lovely rooms so that the Sheraton chairs could be seen to advantage in them.

WHEN King Demos came to reign he said: "It is not right that any of my subjects, just because of their being wealthy, should have finer chairs to sit on than my poorer subjects." So he ordained that it was unlawful for any chairs to be sold for more than three guilders for each chair. Sheraton was then paying more than three guilders for the labour on one leg of one of his beautiful chairs. So he died of a broken heart, and all the Sheraton chairs had to be sold for three guilders each, and the merchants who had stocks were ruined. Many poor people bought these chairs, but they did not think them strong enough.

MANY years after King Demos died, and the law concerning the price of chairs had lapsed or was forgotten. Connoisseurs went about the country and bought all the Sheraton chairs and put them back again into their place of honour, paying, sometimes, ten times the price that Sheraton sold them at.

Moral:

Do not conclude that the "control" price of an article denotes its actual value.
Get Haig & Haig Whisky if you can. It is the "Sheraton" quality



I am only a bottle In virtue of my superb contents I am a scarce commodity

My famous contents are exported in one quality only. Nothing else quite so good



Haig & Haig Five Stars Scots Whisky

Head Office: 57 Southwark Street London S.E.1



MANY NUTRITIOUS DISHES CAN BE PREPARED WITH POTATOES, ONIONS AND OTHER VEGETABLES AND

OXO

A handbill containing recipes for OXO and vegetable dishes, etc., will be sent free on receipt of a postcard addressed to—

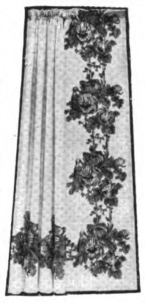
OXO Limited, Thames House, London, E.C.4.

The Home Beautiful

Telegrams: "Greatly, London." ARTISTIC FURNISHINGS Telephone: 1829–1830 Battersea.

CURTAINS COVERS CARPETS

THE "DUCHESSE" CURTAIN.



Resist Tropical Sun "Sunbrief" Sea Air and Washing

UNFADABLE FABRICS

Suitable for Curtains and Covers.

"SUN-VEIN" COTTON, 31 in. wide, from 1/4½ per yd.
"SUN-BRAE" TWILL, 50 in. wide, from 3/6 per yd.
"SUN-WEAVE" COTTON, 50 in. wide, from 3/11 per yd.
"SUN-CREAL" REP, 3/11 per yd., 50 in. wide.
"SUN-SHEEN" CASEMENT CLOTH, 4/3 per yd., 50 in. wide.
"SUN-DOYLE" TAFFETA, from 5/9 per yd., 50 in. wide.
"SUN-BRIGHT" SATIN, from 5/6 per yd., 50 in. wide.
Every Length Guaranteed.

THE "DUCHESSE" CURTAIN.
Appliqué of Chrysanthemums on Bolton Sheeting. 3¼ yds. long, 45/- per pair.

THE "PEACOCK AND WATERFALL" CURTAIN.
Handsome Curtain of Satin Cloth, with appliqué in delightful colourings, 3¼ yds. long, £6 6s. per pair.

THE "GRANVILLE" SETTEE.
Particularly comfortable. Thoroughly well upholstered. Covered in material at 5/- per yard
£14 16s. 6d.

THE "PEACOCK AND WATERFALL" CURTAIN.





CRETONNES.

CRETONNES, 31 in. wide, from 1/1½ to 3/6 per yd.

PRINTED COTTONS 50 in. wide, from 2/9 to 9/11 per yd.

TAFFETAS AND OMBRES from 2/6 to 14/11 per yd.

CASEMENTS.

CASEMENT COTTON, 31 in. wide, 11½d. yd.

DORA CASEMENT CLOTH, 31 in. wide, 1/2½ yd.

MALVA CLOTH, 50 in. wide, 1/9½ per yd.

CINGALEE CLOTH, 2/8½ per yd., 50 in. wide.

PATTERNS POST FREE.

Williamson & Cole Ltd

HIGH STREET, CLAPHAM, S.W. 4.

Hereford—The English Rheims



The House of Bulmer, famous the world over for Ciders of quality, has now produced that delicious "**POMAGNE**," that has brought new delight to Champagne and Cider drinkers. There will be found in Bulmer's Sparkling "**POMAGNE**" all the exhilarating and health-giving properties which attract the Champagne Wines of Rheims, their manufacture in each case being identical.

Price List and Particulars will be forwarded on application to

H. P. BULMER & CO., HEREFORD.

Wholesale London and Export Agents: FINDLATER, MACKIE, TODD & Co., Ltd., London Bridge, S.E.1.

The Super-Champagne Cider de Luxe

POMAGNE

SIX DAYS ADRIFT IN THE NORTH SEA!

Supreme test of the concentrated food value of

HORLICK'S

MALTED MILK TABLETS

To HORLICK'S MALTED MILK CO., Slough, Bucks.

Dear Sirs,—As a member of the Royal Naval Air Service it will interest you to know that I recently proved the extreme value of your Malted Milk Tablets. In a flight over the North Sea on May 24th, 1917, the machine developed engine trouble and the pilot was compelled to descend, and we were left for six days adrift. To make matters worse the sea-plane capsized, and on the first day my companion lost a Thermos Flask filled with hot cocoa. From that time until we were picked up on the afternoon of May 29th (the sixth day) my companion and myself had no other form of nourishment but your Malted Milk Tablets contained in one of your well-known Ration Tins, except a ship's candle which we found in some drifting wreckage.

I feel, therefore, that we absolutely owe our lives to the contents of your invaluable Ration Tin, and I have the greatest pleasure in informing you of these facts, and express my gratitude for so compact a Ration Tin containing so much nutriment. You are at liberty to use this letter in any way you like, and with my renewed thanks. Yours truly (signed), ——— R.N.A.S.

SEND THEM TO YOUR NAVAL AND MILITARY FRIENDS.

See that the name Horlick's appears on every Container.

Of all Chemists and Stores, or we will forward one of these tins post free to any address on receipt of 1/6. Give full name and address, or name of ship, also give your own name and address when sending remittance to

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENGLAND.

SIR JAMES HORLICK, Bart., President.

C. Brandauer & Co.'s Ltd.

CIRCULAR POINTED PENS.

SEVEN PRIZE MEDALS



These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 8d. in stamps direct to the Works, BIRMINGHAM.

Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.

THE CHRONICLE OF THE CAR.

Cars and the Luxury Tax.

It seems reasonably certain that the motor-car is to be still further subjected to taxation, in the shape of the "luxury" impost of 16 2-3 per cent., unless the members of the Committee appointed to consider the question can be persuaded that the car already bears somewhat more than its fair proportion of the national burden. While one is perforce compelled to acknowledge that the money to pay for the war must be obtained from somewhere, and, further, to agree that the private-service car is in many cases a luxury within the literal meaning of the term, it is still to be argued—and I think with considerable force—that any extra impost levied on motoring is to be justly described as unfair. The intentions of the Chancellor of the Exchequer in embodying the Luxury Tax in his new Budget are, first, to limit as far as possible the trade in non-essentials; and, second, to raise money.

Taking the case of the car, it does not matter what shape taxation may take so far as concerns the limitation of trade, inasmuch as there is really no trade being done in new cars. The importation of foreign cars is prohibited, and they are therefore unobtainable for money. All the motor-manufacturing concerns in the British Isles are fully employed on Government work, and are thus not turning out cars for sale to the motoring public. So that the first object of the new taxation fails because there is no trade to limit. When we come to the second phase—that of revenue-producing—the same conditions govern the matter. There are no sales—therefore there can be no revenue. But, supposing the conditions to be different and cars to be purchasable, the tax would be an unfair one because, as I have remarked, the motor vehicle is already taxed far more heavily than any other form of locomotion, and it is a little difficult to see how it could stand any more without serious prejudice to the trade and the movement generally. We have the motor-car tax to begin with, which is already a serious burden on the mass of car-owners; and beyond that there is the petrol tax to be paid, and this alone amounts, I should say, to something like 75 pence per mile run as an average. Certainly, if there is any "luxury" which should escape the new tax it would seem to be the car.



A PLEASURE TO COME: A FAMOUS CAR IN AN ENGLISH BEAUTY SPOT.

Our photograph shows an admirable six-cylinder Napier car in a very pretty part of Ashdown Forest, in Sussex—one of those English beauty spots which lovers of charming scenery will once more visit when peace is declared.

"Britain's Winged Messengers of Death."

The Sunbeam Motor-Car Company have sent me a reprint of an article from the *World's Work* bearing this title. It is really the story of the development of the Sunbeam-Coatalen aero-engine, and is thus hardly within my province to review, but it is so absorbingly interesting that I really do not feel called upon to apologise for referring to it. As a matter of fact, it is more than the story of the engine—it is in effect a running commentary on the war, and the operations in all the theatres thereof in which Sunbeam-engined cars and aircraft have taken part. The genesis of the aero-engine was in the success of the Sunbeam racing-cars. The six-cylinder racer, which even now holds certain world's records up to and including fourteen hours, was the beginning of things, and its performance on road and track led Mr. Coatalen to take up the investigation of aero-engine problems; and one of the first results was the twelve-cylinder motor which, installed in a car and driven by Chassaigne, covered 107·9 miles in the hour at Brooklands. I think this engine developed about 220 h.p.

So great has been the progress of design in the interval that the Sunbeam works are now getting out a motor to develop some 750 h.p. on a weight of 1400 lb. complete—and this, be it said, is a water-cooled engine. Whether Mr. Coatalen will ever succeed in getting his weights down to the ideal of 1 lb. weight per h.p. developed remains to be seen; but he is evidently well on the way to the achievement. It may be as well to remark in this connection that, while the lessons that have been learnt in the process of developing the aero-motor will undoubtedly have their effect on the post-war car-engine, the former can never take its place in the car. The fining down of weight, essential in the aeroplane, is not at all necessary in the case of the road vehicle; and there is, moreover, the question of cost to be taken into account. That of the former works out at from six to ten times in excess of that of an engine of equal h.p. rating for the road vehicle. Further, the conditions of use are so entirely different that

[Continued overleaf.

JUBOL

Physiological Laxative.

The only agent that effects the functional "re-education" of the Intestine.

Constipation
Enteritis
Haemorrhoids
Dyspepsia
Migraine

JUBOL { Cleanses the Intestine,
Prevents Appendicitis & Enteritis
Relieves Hæmorrhoids,
Prevents Obesity,
Preserves the harmonious curves of the figure.



Medical Reports:
Académie des Sciences (Paris, June 28, 1909).
Académie de Médecine (Paris, Dec. 21, 1909).

"There is no doubt about it, my dear friend. Your attack of Enteritis (Inflammation of the Bowels) is the inevitable result of taking too many purgatives, which are a positive 'social danger.' But with JUBOL there is no risk of this kind, and in a very short time JUBOL will effect a real 're-education' of your intestine, which is now suffering from the ill-effects of purgatives."

JUBOL. Price 5/- per box (complete course of six boxes, 20/6). Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, from the British and Colonial Agents, HEPPELL'S, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

URODONAL

Renews Youth



Recommended by Professor LANCEREAUX, late President of the Academy of Medicine, Paris, in his "Treatise on Gout."

Every woman will welcome the advice to retain her beauty, youth, and fresh complexion, but the majority will merely shrug their shoulders and protest that, much as they would like to be endowed with eternal youth, nothing can prevent the ravages of time.

Why is it that so many women look old before their time? The trouble is not due to superficial causes only, for grey hair, flaccid tissues, increasing stoutness, discolouration of the skin, blemishes, wrinkles, etc., etc., are all caused through poisoning of the blood, especially with uric acid, which is the cause of premature old age and arterio-sclerosis, the numerous symptoms of which commence to appear, viz.: shortness of breath, drowsiness after meals, headache, giddiness, loss of memory, impaired eyesight, palpitation, etc.

Even as early as at 30 years the symptoms of arterio-sclerosis (hardening of the arteries) sometimes occur. The necessary measures should immediately be taken in order to dissolve and eliminate the uric acid, otherwise continual ill-health ensues, degenerating into chronic disease, premature old age, and untimely death.

Science, however, which has discovered the origin of arterio-sclerosis, has also found the remedy: URODONAL, **which dissolves uric acid as easily as hot water dissolves sugar.** It has been said that people need not die before they wish; they need not grow old either unless they wish it, for URODONAL is at their disposal for destroying the cause of premature old age, so that if care is taken to eliminate the uric acid as fast as it is formed, by the regular use of URODONAL, instead of the arteries being brittle and hard, they will remain soft and pliable as india-rubber, and perfect health will be the result.

After a course of URODONAL the skin takes on a rosy hue and becomes supple, smooth, and firm; the flesh is flexible and firm; the pulse is strong and active; rich blood conveys heat and energy throughout the body, thereby stimulating the healthy functioning of the different organs. URODONAL **imparts renewed youth and vitality to the whole system.**

DR. RENÉ CHANDERYS, *Paris Medical Faculty.*

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.

Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2259).

Sub-Agents for India, Burma and Ceylon: G. ALLERTON & Co., 8, Clive Street, Calcutta.



A GREAT SCOT AND A GREAT CAR!

BOTH FROM THE LAND O' BURNS.

AERO ENGINES.

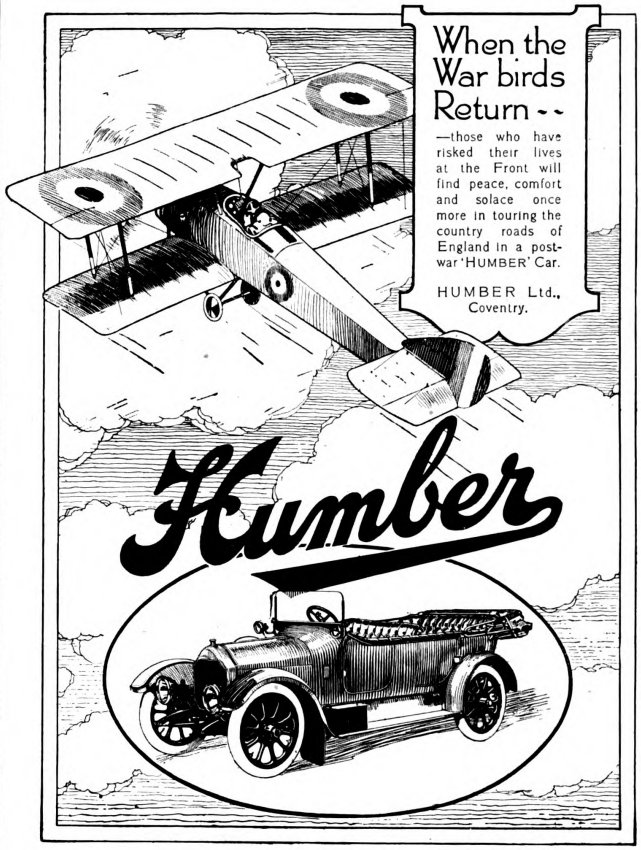
ENGINEERING TRIUMPHS.

BUSILY MANUFACTURING THE FAMOUS

AERO ENGINES.

The Post-War A. J. Car will come in due time.

Arrol-Johnston LTD., DUMFRIES.



When the War birds Return - -

—those who have risked their lives at the Front will find peace, comfort and solace once more in touring the country roads of England in a post-war 'HUMBER' Car.

HUMBER Ltd., Coventry.

Humber

Petrol Economy with the

CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,

29, Vauxhall Bridge Road, London, S.W. 1

SERIOUS SHORTAGE OF MOTOR DRIVERS

FOR WORK OF

URGENT NATIONAL IMPORTANCE.

500 LADIES WANTED

17 to 45,

To LEARN IN THE SHORTEST POSSIBLE TIME.

Call or send post-card for full particulars.

THE BRITISH SCHOOL OF MOTORING, LTD., Coventry House, Coventry St., Piccadilly, W.

(Opposite Prince of Wales' Theatre.)

Rowland's Odonto

The Best Tooth Powder, as it contains no acid or gritty substances.

WHITENS THE TEETH

Prevents and arrests decay; **2s. 9d.** per box. Only **a powder** can **clean** or **polish ivory**. Of Stores, Chemists, and ROWLAND'S, 67, Hatton Garden, London



The Petrol-Saving Tyres

Actual test against canvas-lined tyres proved Palmers give ten per cent. more mileage per gallon. And Palmer Cord Tyres last longer.

Write now for the Booklet "Palmer's Petrol and Power," which gives fully detailed proof of the TEN PERCENT. PETROL SAVING.

PALMER CORD TYRES

Made in all sizes, with the original three-ribbed rubber and the steel-studded treads.

THE PALMER TYRE LTD., 119-123, Shaftesbury Avenue, London, W.C. 2

Telephones: 1214 Gerrard (5 lines). Telegrams: "Tyricord, Westcent, London."

Branch Depots: BIRMINGHAM: Broad Street Chambers. GLASGOW: 6, Royal Exchange Street. MANCHESTER: 263 Deansgate. COVENTRY: St. Mary's Street. LEEDS: 54, New Briggate. NOTTINGHAM: Greyfriar Gate.

A 3

How little salt one *does* use at table; it is worth while getting the best—

Cerebos SALT



Write for New Spring & Summer Catalogue of Lingerie, Corsets, Baby Linen, &c., sent post free on request.

Choice Lingerie

may be seen in a profusion of beautiful designs at the Linen Hall. We illustrate—

131.—**Camisole** in good quality pink Crêpe-de-Chine, trimmed imitation filet lace edging and embroidered spots, elastic at waist, with basque edged lace, finished ribbon, 8/11. **Chemise** to match, 18/11. **Knickers**, closed shape as sketch, 18/11. Set of three garments, **£2.4.6**

Nightdress can be had to match, **37/6**

Robinson & Cleaver Ltd

THE LINEN HALL

REGENT STREET W. 1.

Continued.]

the qualities of the aero-engine would be quite wasted in road-vehicle propulsion, even if the question of relative cost did not enter into the calculation.

To Patriotic Car-Owners.

I am asked to say that the committee of the National Egg Collection for our wounded soldiers will be grateful for the loan of cars to assist on the Flag Day on the 27th inst. Will those who are willing to lend their cars for so deserving an object, even in these days of almost unobtainable petrol, communicate direct with the Organiser, 4, Rupert Street, W. ?—W. W.

Owing to the great and growing shortage of paper, the public are requested to exercise the greatest economy, particularly in the matter of stationery. Much of the notepaper now in use is extravagant in size and quality.

With a view to encourage thrift among their employees, the Birmingham Small Arms Company offered the sum of £100 divided into six prizes to be drawn for by depositors in the Birmingham Municipal Bank. The conditions were, that the employees should have been on the books of the Bank for three months, and have deposited not less than £1. The draw resulted as follows: First Prize, £50, J. W. Sneed; Second, £25, F. Atkins; Third, £10, C. Sprason; Fourth, £5, Amy Armstrong; Fifth, £5, F. F. Ellis; Sixth, £5, G. H. Dangerfield. Councillor Hallas attended the draw, and addressed the workpeople on the benefits of the Bank and the essential and constant value of thrift.

QUAKER SAINTS.

A QUAINTLY unusual volume, L. V. Hodgkin's "A Book of Quaker Saints" (Foulis), will be welcomed by many readers, not of the Society of Friends alone. The book should find its account, for it possesses qualities that make for permanence. Intended first of all for children of the Society of Friends, it will win favour among children of other persuasions. Their elders, too, can find much in it of pleasure and attraction. There are things in it which even instructed Quaker children cannot be expected to fathom at once, although every obvious difficulty is carefully explained. But the divinity of these sketches, half-h story, half story-book, very often touches the profound. That, however, does not spoil their charm as stories. Unless the introduction is fiction, and one hardly supposes that any Friend would stray from truth, the book was written to help a little girl, Lois, who was terribly puzzled to understand what a saint might be. She had been on a visit to relatives not of her own family's way of thinking; and she had been taken to Church; a curious, new, and rather mysterious sensation, It was more interesting than Meeting, but rather frightening, for she did not know when to stand up, or when she ought to kneel, and when she might sit down. At first she could make nothing of the stained-glass windows.

The psychology of this passage is remarkably fine. The child saw only detached patches of colour. She could not integrate the design all at once, and the black lines of the leaden traceries bewildered her. There were no such lines between the colours of the real rainbow. At last she made out the figures, and was told that they were saints. Further mystification. Happily, Lois asked questions, to which we owe this book. Lois's question is answered in a strictly orthodox way by one of her own faith. The saints of these stories have no place in the Church Calendar. Needless to say, the place of honour falls to George Fox. The episodes, although somewhat dramatised and permitted some novelist's licence, are all strictly founded on authentic records, supplemented by modern research and intimate acquaintance with local colour. The author shows an excellent historical sense and a true feeling for the England of the early days of Quakerism. It is wonderful upon how very slight a hint the writer often contrives a delightful picture, notably that of the Judge's daughters. Authorities are conscientiously quoted, yet not in such a way as to destroy the illusion. The incident of George Fox and the wife and daughters of Justice Fell, whom the Quaker was said to have "bewitched," is expanded into a really exquisite picture of seventeenth-century home life in England. It is written with a good conscience, for its embroideries achieve essential, if not baldly, literal truth. The same applies to the whole of a very remarkable book.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 4s. 8d.
	Six Months, £1 1s. 8d.; or including Christmas Number,	£1 3s. 0d.
	Three Months, 10s. 10d.; or including Christmas Number,	12s. 2d.
CANADA.	Twelve Months (including Christmas Number),	£2 6s. 10d.
	Six Months, £1 2s. 9d.; or including Christmas Number,	£1 4s. 1d.
	Three Months, 11s. 5d.; or including Christmas Number,	12s. 9d.
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number),	£2 11s. 3d.
	Six Months, £1 5s. 0d.; or including Christmas Number,	£1 6s. 3d.
	Three Months, 12s. 6d.; or including Christmas Number,	13s. 10d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2.

BEECHAM'S PILLS



The Right Sort

Stephenson's Floor Polish



"Preserves & Beautifies."

BRITISH MADE

MAZDA

If you use Mazda Lamps exclusively your light bills will be the lowest possible

The original Drawn Wire ELECTRIC LAMPS

Gong Soups

A godsend in the home in these days of food scarcity and high prices.

GONG SOUPS 2d

THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

IS NOT A DYE.

Sold Everywhere

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c.

Wellington Emery and Black Lead Mills, London, S.E.1

SEEGEROL FOR GREY OR FADED HAIR

"You simply comb it thro"



Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, 2/6 the flask. Of all Chemists, Stores or Hairdressers, or direct from—

SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.

Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.

PEDIGREES ENGROSSED AND EMBLAZONED

Seals, Rings, Dies, Book-plates (ex-libris) Engraved.

ARMORIAL STAINED GLASS. MEMORIAL TABLETS,

Sketches and Designs for all purposes.

HIMROD'S ASTHMA CURE

HIMROD'S CURE FOR ASTHMA

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.

A Laxative and Refreshing Fruit Lozenge FOR

CONSTIPATION

Gastric and Intestinal Troubles

TAMAR INDIEN GRILLON

67, Southwark Bridge Road, London, S. E.

Sold by all Chemists, 3/- a box.

TOBACCO BLOOM VIRGINIA CIGARETTES

Supplied in 20's - 50's - and 100's.

I. RUTTER & Co MITCHAM

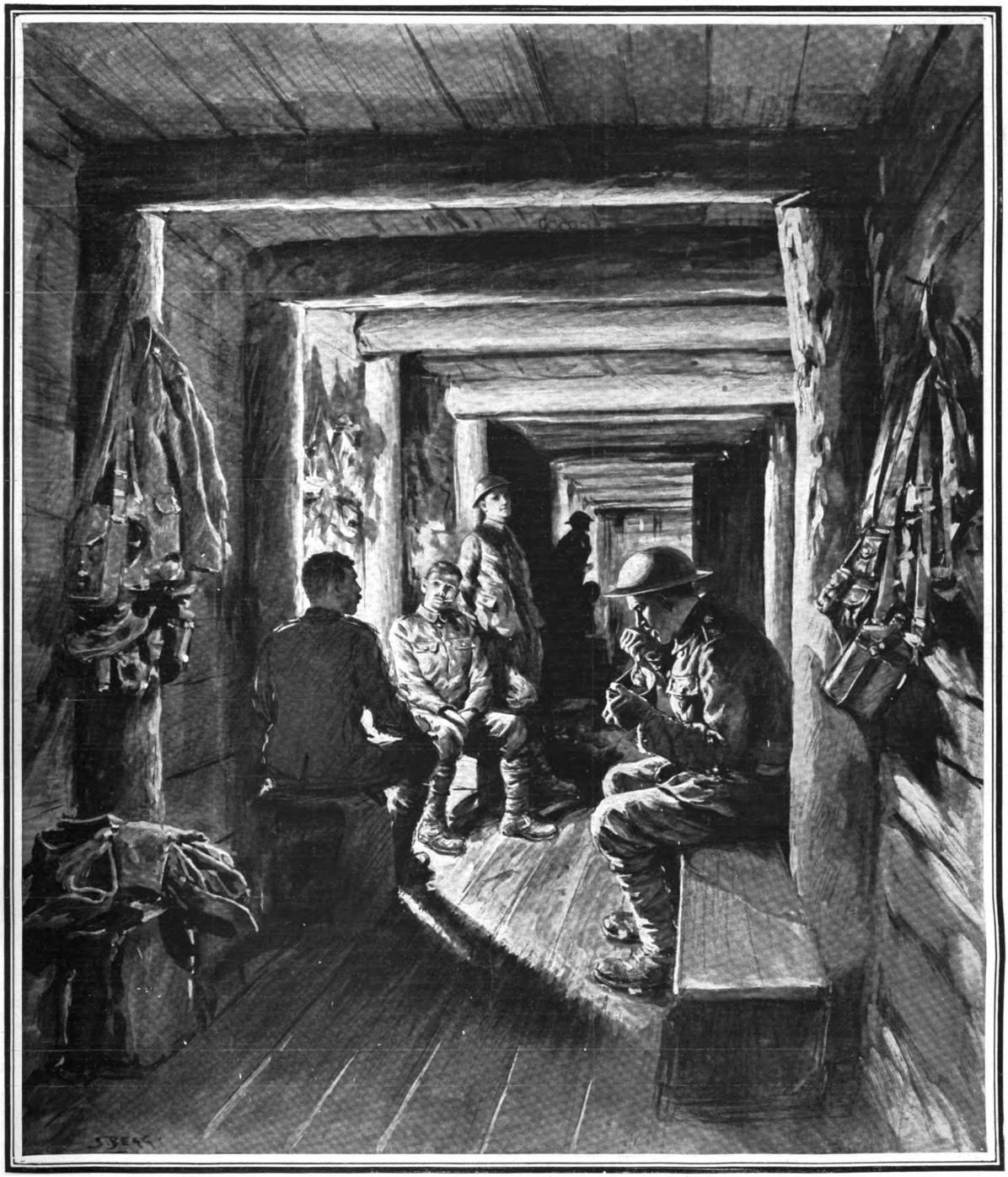
LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C. 2.—SATURDAY, MAY 18, 1918. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4127.—VOL. CLII. SATURDAY, MAY 25. 1918. NINEPENCE.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



IN AN ENEMY TUNNEL FOR TROOPS: BRITISH SOLDIERS IN A CAPTURED GERMAN "COMMUNICATION-TRENCH," 1600 YARDS LONG, BENEATH THE HOOGE-MENIN ROAD.

The great tunnel under the Hooge-Menin Road was used by the Germans to bring troops up to Hooge, a village about three miles east of Ypres. Our drawing shows it three days after its capture. At some parts of the British front also great galleries have been constructed by an Australian Tunnelling Company. Describing a visit to these, Mr. Philip Gibbs writes: "We went deeper down and further forward . . . Men were listening . . . to the sounds of German life in other tunnels. . . . Their knowledge of the enemy life is so exact by this means that, when they captured some of his galleries, they found them exactly as they had mapped them out beforehand by the indications of sound."

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS. COPYRIGHTED IN U.S. AND CANADA.

THE MERCHANT SEAMEN'S BADGE OF HONOUR.

By ARCHIBALD HURD.

GERMANY'S weapon of shame has become the mark of honour of the British merchant seamen. With the King's approval, a badge in the form of a torpedo, to be worn on the cuff of the left sleeve, will be awarded "to officers and seamen who have been on the articles of any British merchant or fishing vessel sunk or damaged during the present war by torpedo or mine, and who have afterwards completed a further voyage on the articles of a British vessel." Every subsequent experience will be indicated by a bar placed under the badge. The King is the fount of honour, and he has interpreted the admiration of the Nation for the officers and men of the Merchant Service, who, non-combatants though they are, have stood in the forefront of the war by sea.

For two years the main forces of the enemy have been inactive, and he has confided his hopes to a new form of piracy conducted by the submarine armed with torpedo and gun. The campaign was to have starved us out in three months, then in six months, and afterwards in a year. The Navy has exhibited splendid initiative and persistence in fighting the submarine; but it was ill-prepared for such barbarous tactics, and some time elapsed before the official assurance could be given that the menace was being held. It was a question of material specially suited to the novel conditions; and material such as small craft, bombs, and mines, takes much time to manufacture. If we have not been starved out, we owe our good fortune in the main to the dogged courage of the merchant seamen. The Germans thought to frighten them by threatening words and dastardly acts, calculating on producing such a reign of terror by sea that officers and men would refuse to leave the security of the ports. The enemy knew little of the spirit of these sailors. They treated his threats and his acts with contempt, continuing to go about their lawful business much as though no war were in progress. The new badge is an appropriate expression of the debt of gratitude which the nation owes to them.

Landsmen can form but an inadequate conception of the ordeal to which they have been submitted. In normal circumstances, the sailor must fight a never-ending battle against the fierce forces of Nature—wind, sea, fogs, and treacherous currents. As Dr. Johnson once remarked to Boswell: "The profession of soldiers and sailors has the dignity of danger." Since the autumn of 1914, a period of over 3½ years, the Germans have been attacking British ships with mine and submarine. At first officers and men had no defence. Their frail ships were unarmed. But they were not dismayed; and it stands on record that no man has virtually capitulated to the enemy by refusing to go to sea. That is a fine record, the character of which is revealed by the fact that over 12,500 sailors have been murdered, to put the matter bluntly. At first their only hope of safety lay in the speed of their ships. The average tramp-steamer is not a greyhound—far from it; but it is remarkable how many vessels escaped even in the early days of piracy by using the helm and steaming their hardest. Gradually the Admiralty has provided guns, and guns' crews have been trained with remarkable results. Since the beginning of the present year nearly 200 ships, having been attacked, have escaped.

If we could only know how many submarines have been sunk by these valiant seamen of the Merchant Service, we should have even a more complete picture of the manner in which they have acquitted themselves.

RED CROSS PEARLS: A MEDITATION.

By E. B. OSBORN.

SEVENTEEN hundred pearls, many of which are Orient gems of perfect form and lustre, have now been given for the Red Cross necklace. Each is a symbol of self-sacrifice, and the whole selection is a noble, necessary expression of the pity and piety and self-denying spirit of British womanhood. In gauging the worth of these love-gifts you must remember that the passion for pearls exceeds that which is felt by women for rubies or emeralds, or even diamonds. Jewellers know that their fair clients find it harder to part with these "bodies consisting of calcareous material with an organic base" (to quote a scientific definition of pearls) than with any other of the precious trifles in their caskets

Why should it be so? Perhaps because pearls are mortal things, apt to lose the mild glow of health at times, yet able to regain it—but not for ever. So that they do not mock their possessor's mortality with the cold, unaging fire of a diamond, which is so sure of remaining a precious stone "when all thy wealth of beauty 's gone." Her daughter may wear her pearls; hardly her grand-daughter. Then, pearls can be worn by anybody in good health; they are so translucent, so mild and gracious, so sympathetic, that they harmonise with all the varieties of flower-like flesh of which Mr. George Moore gives an intriguing catalogue in one of his Irish novels.

The birth of the pearl is a legend in Western literature. It is the incarnation of a sad thought. In the East, however, the true, lowly origin of the pearl is never quite forgotten; as it was born in pain, so it is always associated with sorrow and forgiveness in the imagery of poet-philosophers. For thousands of years the true genesis of this gem has been known to the Chinese, who inserted tiny pebbles (nowadays they use small shot) into the valves of mussels in order to obtain seed-pearls of little value in a year or two. Minute mother-of-pearl images of Buddha are procured in the same way, and can be purchased at Hong-Kong and Singapore. This supposed sea-miracle, then, is the product of the pain, fading to discomfort, of a wretched shell-fish. Pearl-harvesting, as I have seen it in the islands of romance, is not a romantic business at all. The gasping cries and tortured faces of the brown divers; the stench and slimy looks of the oysters rotting in the sun and waiting to be searched; the foul oaths and angry bickering of the buyers and sellers of pearls—all these are ugly memories which have caused me to think that pearls desecrate a woman's breast. The pearl-oyster has his quiet revenge on those who profit by his pangs. Nine times in ten a large pearl is finally ejected to relieve his distress—is lost in the ooze of the sea-floor and restored to the squalid obscurity whence it came. And it sometimes happens that the searchers of his torn and putrid tissues die of blood-poisoning. Moreover, the "patch of shell," about which the interest of a South Sea story turns, has often been the scene of murderous intrigues without any heroical touch whatsoever

There are, of course, cleaner and more spacious memories in the mind's eye of the Polynesian pearl fisheries—the mysterious ocean rolling along in dreams from atoll to atoll; gleaming and humming beaches; nights that were a cool dark wind full of flickering stars; days of utter restfulness in a part of the world without, where it is always afternoon, and the struggle-to-live seemed a far-off, fantastical folly. But only the finer impressions will cling about these Red Cross pearls, which have been spiritualised, so as to be all they seem, in the service of England, blissful, sacrificial, keen. The necklace will be the most wonderful rosary of remembrance in the world.

THE HERB GARDEN: HOMELY PLANTS.

By S. L. BENSUSAN.

SOMETIMES I think there is a future for the herb garden. There is a decided tendency to-day to collect the herbs that may be easily grown, and some that need no growing. Before the war we neglected our own fields and gardens, and looked to the foreigner.

Last year the common yarrow of the meadow was fetching sixpence a pound dry weight, and there was demand for other growths almost as common. Now I am told there is a call for rosemary, tarragon, horseradish, gentian, meadow saffron, motherwort, catmint, and eyebright. Doubtless others are required, and wholesale manufacturing chemists would supply inquirers with a list of needs and the prices to be paid for them.

Writing as a modest collector of odds and ends from herb-land, and the cultivator of a tiny herb-garden that would be larger if there were more use for it, I would suggest that there is pleasure and profit in the pastime of herb-raising. Only a few people can follow it, but there must be enough to whom more active work is denied to make us, by their efforts, independent of the foreign markets in days to come In addition to growing the herbs there is the added interest of seeing what the old herbalists thought about them, and how far their faith responds to ours.

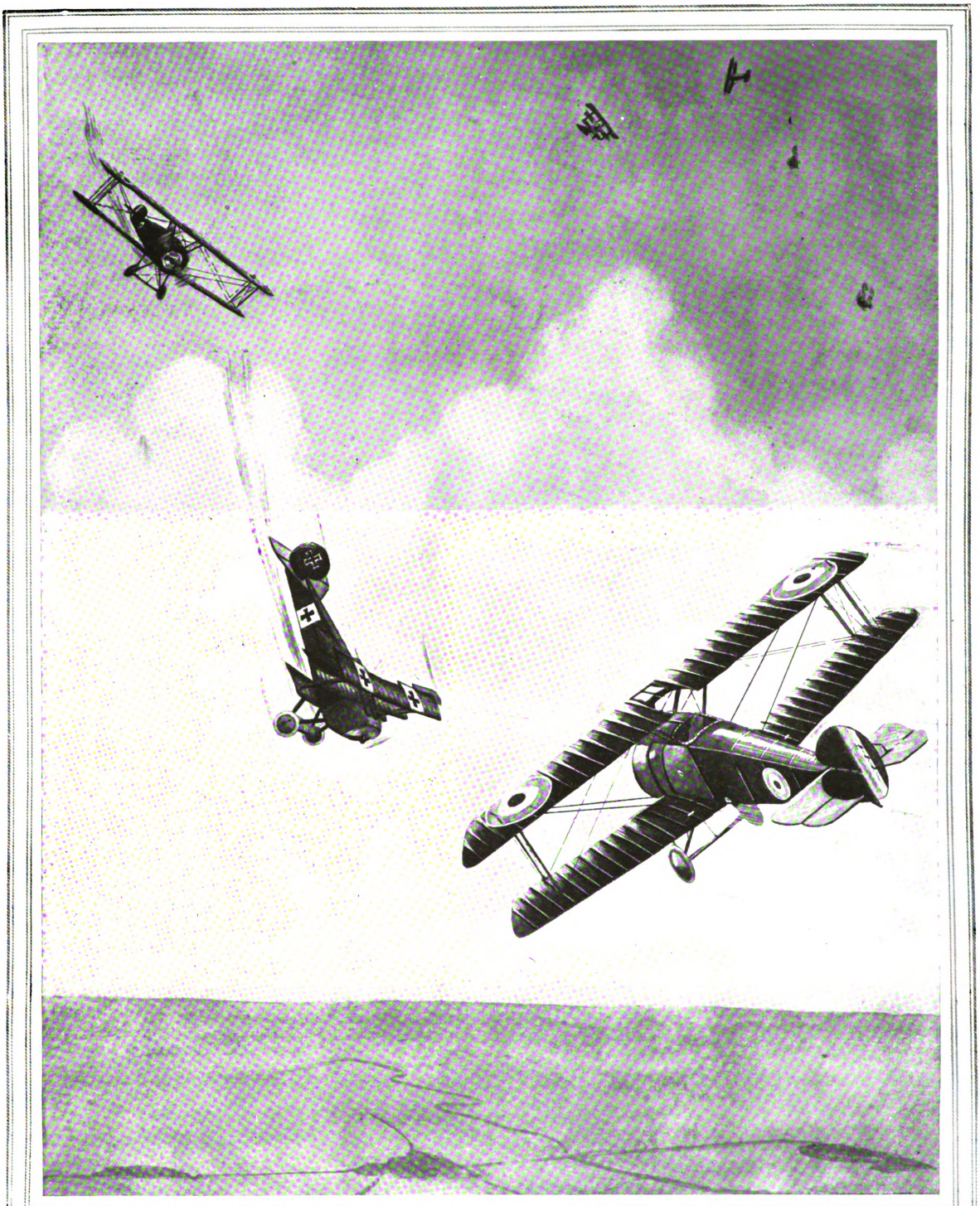
Of the yarrow (*Achillea millefolium*) we read that it is "an upright and not unhandsome plant, and under the influence of Venus—an ointment of the leaves cures wounds." Rosemary is under the dominion of the sun. It helps a weak memory and quickens the senses. The dried leaves shred small may be smoked as tobacco, helping those "that have any cough, phthisis, or consumption." Rosemary is also "very comfortable to the stomach in all the cold maladies thereof." It even helps dim eyes and procures a clear sight. Of tarragon I find no virtues recorded in my herbals, but I have found sufficient by merely steeping the young leaves in vinegar through the winter and straining it in the spring. Tarragon vinegar in salads is to ordinary vinegar as champagne is to cider. Horseradish I have barred from the vegetable garden, for it comes to stay, shoots up weedily in unexpected places, and robs the soil.

Eyebright (*Euphasia*) is under the sign of the Lion, and its name explains its virtues. These at least have stood the test of modern experience, for the homœopathic practitioners make an excellent eye-lotion from it. It is, indeed, to the pharmacopœia of the homœopath that we must turn to find the modern herbal; and, owing to the progress that the theories of Hahnemann have made in the States and their persecution in England, many of the plant remedies come from America.

If the imaginations of past generations ran riot, they at least rioted pleasantly. Sir Thomas Browne, who was no jester, could assure us that the house-leek (*sempervivum tectorum*) is a "defensative against thunder," and that the belief was widespread is suggested by the herb's Dutch name, "Donderbloem." Sir Thomas More wrote that the weasel, when about to do battle with a serpent, "armeth herself with rue"; while the learned author of the "Anatomy of Melancholy" teaches us that rue expels devils. John Evelyn wrote, "Were the virtues of the Elder but thoroughly known, I cannot tell for what our countryman could ail for which he might not find a remedy in every hedge." There are many who hold that there is not the human ill for which plant life does not provide the remedy. Before we can learn to fathom the healing possibilities of even the English flora, we must restore the herb-garden to its pristine state.

RICHTHOFEN'S LAST FIGHT: THE END OF GERMANY'S PREMIER AIRMAN.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



THE DESTRUCTION OF THE GREATEST AIR-FIGHTER GERMANY HAS PRODUCED: CAPTAIN BARON VON RICHTHOFEN BROUGHT DOWN IN THE BRITISH LINES.

In an official despatch from British Headquarters on April 22, it was stated: "The pilot of one of the hostile machines, which was brought down in combat, and fell in our lines, was the well-known German airman and fighter, Rittmeister Freiherr M. von Richthofen, who claimed to have brought down 80 machines. His body has to-day been buried with full military honours." Richthofen had succeeded Boelcke in command of the famous flying "circus." Describing his end, Mr. Philip Gibbs writes: "How it happened is not yet quite clear, and there are various theories as to the way in which he was brought down, because there was a general fight over our lines, with many machines engaged on both sides, and in such cases it is difficult to get exact evidence. . . . It is certain that he was seen flying low, not more than 150 ft. above the ground, just before his machine crashed. . . . He was shot through the side, close to the heart." In our drawing his machine, which was painted red, is seen in the centre nose-diving to earth. A "Times" correspondent writes: "Machine-guns from the ground were also able to take a hand in the fight. . ."—[*Drawing Copyrighted in the United States and Canada.*]

HOME EVENTS: RAIDERS DESTROYED; IRISH ARRESTS; DRYBURGH ABBEY.

PHOTOGRAPHS BY L.N.A., ILLUSTRATIONS BUREAU, FARRINGDON PHOTO. CO., TOPICAL, HUGHES, AND C.N.



BROUGHT DOWN DURING THE RAID ON LONDON OF WHIT SUNDAY NIGHT: A DESTROYED GERMAN AEROPLANE.



ONE OF THE SEVEN ACCOUNTED FOR DURING THE RAID ON LONDON: WRECKAGE OF A GERMAN AEROPLANE.



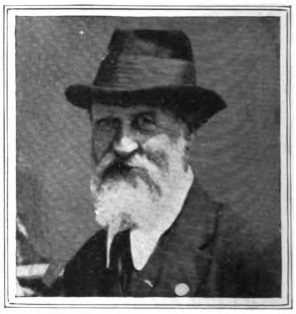
ARRESTED IN IRELAND: THE COUNTESS MARKIEVICZ.



A NOVELIST SINN FEINER ARRESTED: MR. DARRELL FIGGIS.



A SINN FEINER ARRESTED IN IRELAND: MR. JOSEPH McGUINNESS, M.P.



A PROMINENT SINN FEINER ARRESTED IN DUBLIN: COUNT PLUNKETT, M.P.



THE SINN FEIN LEADER ARRESTED AT GREYSTONES: MR. EDMUND DE VALERA, M.P.



ONE OF THE ARRESTED SINN FEINERS: MR. JOHN McGARRY.



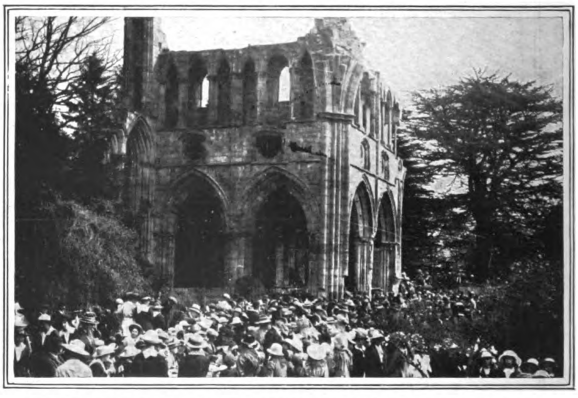
SON-IN-LAW OF COUNT PLUNKETT DR. THOMAS DILLON, ARRESTED.



THE TREASURER OF THE SINN FEIN MOVEMENT ARRESTED: MR. WILLIAM COSGRAVE.



THE DONOR OF DRYBURGH ABBEY TO THE NATION ANNOUNCING HIS GIFT: (L. TO R.) LORD GLENCONNER, THE DUKE OF ATHOLL, LADY GLENCONNER.

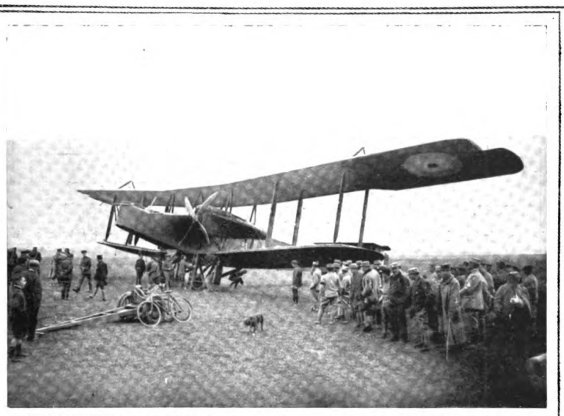


CONTAINING THE TOMB OF SCOTT: DRYBURGH ABBEY, GIVEN TO THE NATION BY LORD GLENCONNER—THE PRESENTATION CEREMONY.

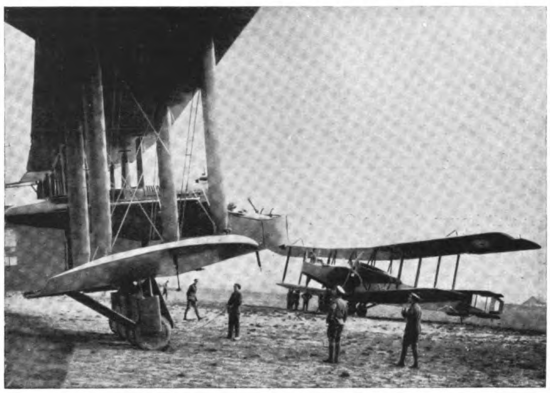
On May 18 Lord French, the new Lord Lieutenant of Ireland, issued a Proclamation, in which it was alleged that certain people in Ireland had "conspired to enter into treasonable communication with the German enemy." The issue of the Proclamation was swiftly followed by the arrest of a number of the most prominent Sinn Feiners, including their leader, Mr. Edmund de Valera. He led the insurgents in the Ringsend district of Dublin in 1916, and was afterwards sentenced to death, but the sentence was commuted to penal servitude for life. He was released in the general amnesty last year, and in July was elected M.P. for East Clare. Mr. William Cosgrave and Countess Markievicz were also sentenced to death and afterwards released.—— The historic ruins of Dryburgh Abbey, where Sir Walter Scott is buried, were recently purchased by Lord Glenconner of the Glen, and have been presented by him to the Nation. The presentation ceremony took place there on May 14, where Lord Glenconner made a formal announcement of his patriotic gift. It was accepted on behalf of the Nation by the Duke of Atholl, who thanked Lord Glenconner in the name of the King.

BOMBERS OF COLOGNE AND WESTERN GERMANY: AT THEIR CAMPS.

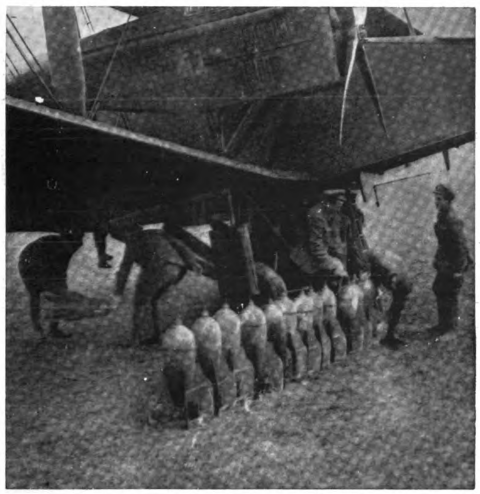
PHOTOGRAPHS NOS. 1, 3 AND 4, FRENCH OFFICIAL; NOS. 2 AND 5, BRITISH OFFICIAL.



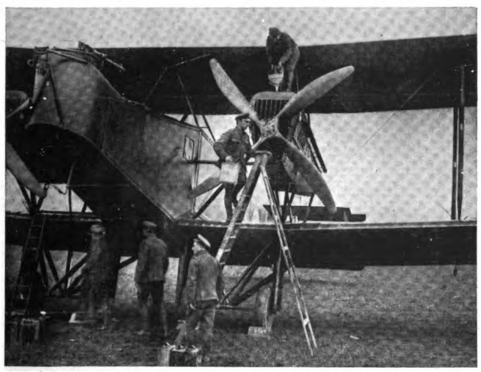
ON THE EVE OF AN ALLIED AIR-OFFENSIVE: AT A FRENCH AVIATION CAMP—A BIG BOMBING 'PLANE PREPARING TO LEAVE THE GROUND.



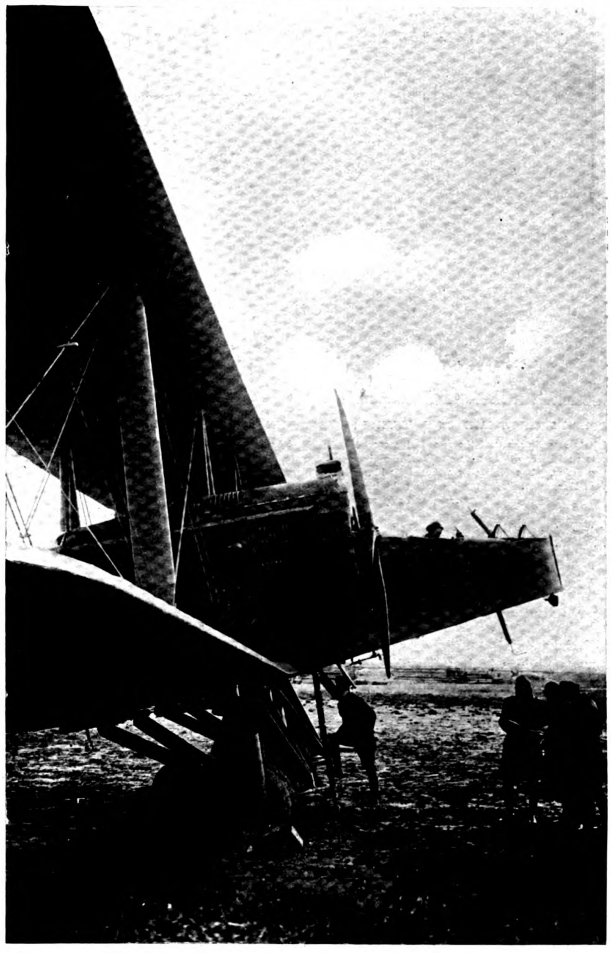
UNDER ORDERS FOR AN AIR-RAID INTO GERMANY: ONE OF OUR VERY LARGE R.A.F. BOMBING MACHINES BEING GOT READY.



LOADING UP A BIG BRITISH BOMBING 'PLANE FOR GERMANY: ASSEMBLING BOMBS READY FOR STOWING ON BOARD.

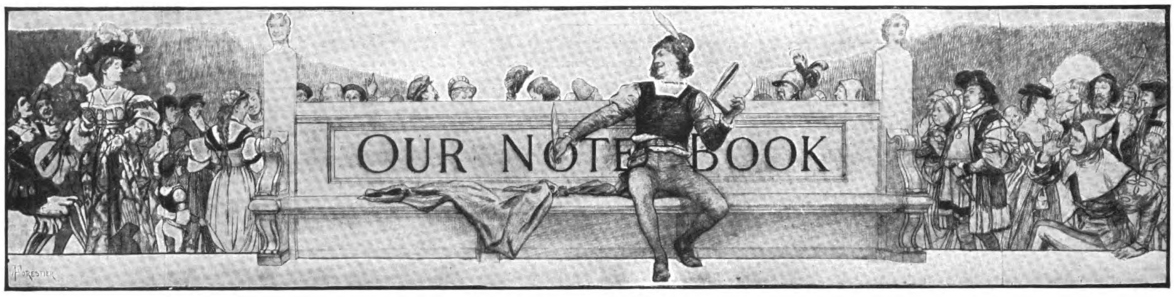


SEEING ALL IN ORDER FOR SETTING OFF: FINAL DETAILS AND FILLING UP OF PETROL-TANKS IN READINESS FOR THE AIRMEN TO TAKE THEIR SEATS.



SHORTLY BEFORE THE AIRMEN GO ON BOARD: A FINAL CHECKING OF MAP-ROUTES WHILE THE MECHANICS FINISH THE "TUNING UP."

The week-end at Whitsuntide has been a time of exceptionally profitable success for the British bombing squadrons across the German frontier. On May 18 was the daylight bombardment of Cologne. A general panic was caused, and the moral effect is widespread. Railways, munition-factories, and barracks were bombed. On the previous night, Metz was bombed, and the neighbouring fortress of Thionville. Sixty tons of bombs were also dropped on Valenciennes, Courtrai, Aulnoye, Roulers and Chaulnes, Marcoing, Douai, Bapaume, Bray, and elsewhere, and the locks at Zeebrugge were again bombed. On May 19 and on Whit Monday, at Landau, in Baden, a big British bombing-raid dealt immense destruction among the enemy munition-factories. In the previous week, Saarbrucken, a fortified *place d'armes* and munition factories station, was heavily bombed, five German 'planes "crashing" in our fighting. The great enemy Rhine fortress of Coblentz was heavily bombed a few weeks ago, and also Mayence, in addition to Stuttgart.



By G. K. CHESTERTON.

IT is well known that the German Emperor can speak and write English, and that many of his British apologists cannot. Moreover, there are deeds, especially Prussian deeds, which amount to a most eloquent sort of speech; and there are words, especially Pacifist words, which only amount to an excited form of silence. It seems somewhat unnecessary, therefore, that the Pacifist should always be translating and interpreting the remarks of the Prussian, who is quite capable of speaking for himself, and still more of acting for himself. And it is still worse when the interpreter translates after the fashion of Mrs. Plornish—not even into English, but into broken English. Our old friend the *Continental Times* was always very entertaining in this fashion, though broken English is a faint and inadequate expression for a literary style which referred, in a passage of tragic passion, to the blood shed on battlefields as "a red fluid." There used to be many columns full of metaphor and symbol in that style in the *Continental Times*, in the happy days when I was counted worthy to receive copies of it by post. They were all carefully printed in English for my benefit; and, despite my own ignorance, I almost think they would have been more comprehensible if they had been printed in German.



THE KING'S CERTIFICATE ON DISCHARGE: THE DESIGN FOR THE NAVY.

His Majesty recently approved the award of a special certificate of honour called "The King's Certificate on Discharge" to sailors and soldiers discharged through wounds or disabilities due to enemy action. The designs were drawn by Mr. Bernard Partridge. That for the Navy is printed in blue, and that for the Army in red. The blank lines are for the recipient's name, rank, and ship or regiment.

But for the moment I am concerned, not with the quality of the translation, but with the need—or rather, the needlessness—of any translation at all. Mrs. Plornish would, no doubt, have gone on translating the Italian's remarks into broken English long after the Italian himself could express them in perfect English. And I wish it were obvious that the motives of the peacemakers were as innocent and amiable as those of Mrs. Plornish. But though Mrs. Plornish was kind to a lame foreigner, fallen by misfortune into Bleeding Heart Yard, I cannot think she would have extended her services as an interpreter to an arrogant and aggressive foreigner, who came there for the sole purpose of kicking and laming everybody else. But if it could have happened, certainly only Dickens could have done justice to the absurdity of the scene, or to the parallel absurdity of the present scene between the Allies, the Prussian speaker, and the Pacifist interpreter. The Prussian proclaims, in a gruff but loud and quite articulate manner, "Alsace-Lorraine is German land." The Pacifist interpreter bows and smiles at us, and says, "The high well-born nobleman is proposing a compromise about Alsace-Lorraine." The Prussian says, still more loudly, "I am disposing of Poles and Ukrainians as I jolly well choose." And the interpreter remarks, in a radiant and explanatory manner, "Our friend is saying that he fully accepts the principle of self-determination for all peoples, especially (for example) for Poland, or the various parts of disrupted Russia." The Prussian roars in a voice like thunder, "I have conquered!" so that he can be heard in all the streets round Bleeding Heart Yard. And the Pacifist Plornish, still apparently under the impression that we are all stone-deaf, condescends to convey the information: "He says that neither side can possibly win in a modern war."

With the very temporary lull following on the great German failure at Locre, the amateur interpreter has revived and returned. Because the enemy has not actually got the triumph of which he actually boasts, we are again asked to behave not only on the assumption that he will never get it, but on the assumption that he will never want it. We are to suppose that the North German tyranny, while it still feels triumphant and undethronable, will become suddenly benevolent merely because it finds itself suddenly thwarted—a singular reading of the real history of tyrants. Now there is not the faintest doubt in the world about the present mood of all that counts in modern Germany. It is expressed in everything Germany is doing in Eastern Europe. She is behaving every bit as brutally and despotically to the Ukrainian nation which she created as she did to the Polish nation which she destroyed. For, indeed, it is the very inmost idea and spirit of Prussianism that it can only destroy; that what it calls its creations are only varied shapes of destruction; that they are not forms, but only fragments. But this unmeaning mastery, such as it is, she is quite shamelessly imposing on the East; and she is showing, by every unmistakable word and motion, that she would like to impose it on the West. Now in this connection the issue is absolutely plain and practical. We have good grounds for faith that she will not be able—at least to that extent, and at least at present—thus to impose it on the West. It may be that she knows herself that she cannot, to that extent or at present, impose it on the West. But two facts are of a glaring simplicity—the first is that she would like to impose it on the West, and the other is that she would be much more able to do so after ten years of having systematically imposed it on the East. In other words, she will return to the charge ten years hence, with the other half of Europe behind her. It will be 1914 over again, with the same causeless German aggression, the same lawless German attack, the same crimes, the same insults, the same intolerable experiences, and with only one difference—that the "Russian steam-roller" will be much more like a steam-roller, and it will be on the other side.

This being the simple situation, most of the new moves for peace naturally do not move us—merely because we do not believe they are for peace, but only for future war. It is simply senseless to remind us (as if we need the reminder!) of the horror of the carnage, when we think a truce would not remove but repeat the carnage. If many must die before Middle Europe is defeated, many more will most assuredly die before Western Europe is finally extinguished; and Middle Europe will certainly lead all Eastern Europe to war to extinguish it if we leave it with its present power to do so.



THE KING'S CERTIFICATE ON DISCHARGE: THE DESIGN FOR THE ARMY.

IMPORTANT NOTICE: "THE ILLUSTRATED LONDON NEWS."

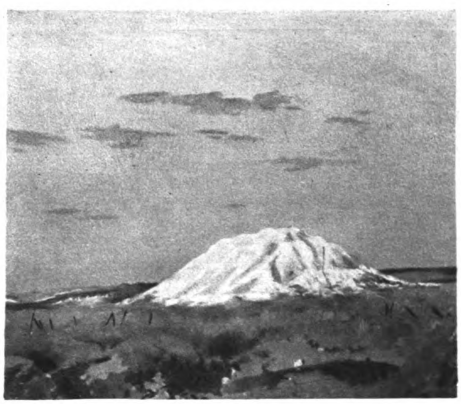
Beginning with the issue dated June 1 next, the price of "The Illustrated London News" will be advanced to One Shilling. In the same way our contemporaries will raise their price. This has been made necessary by the great increase in the cost of paper and of all other materials used (to say nothing of the scarcity of paper), and the further increase in the cost of labour and transport. The normal price of Sixpence will be resumed as soon as possible.

A FAMOUS ARTIST'S WORK AT THE FRONT: ORPEN WAR PICTURES.

FROM THE EXHIBITION AT MESSRS. AGNEW'S GALLERY OF PICTURES BY MAJOR WILLIAM ORPEN, ONE OF THE OFFICIAL BRITISH WAR ARTISTS.



AT COURCELETTE: "THE END OF A HERO; AND A TANK."



A PLACE OF TRAGIC MEMORIES: "THE BUTTE DE WALLENCOURT."



WITH ITS CREW STRIPPED TO THE WAIST FOR THEIR ARDUOUS WORK: "A HOWITZER IN ACTION."

It was arranged that an exhibition of war-pictures by Major William Orpen should be opened on May 23, at Messrs. Agnew's Gallery in Old Bond Street, by Lord Beaverbrook, Minister of Information. Major Orpen has spent about a year in France as one of the official British war-artists, and this exhibition represents the result of his work. The pictures, which number over a hundred, illustrate various aspects of the Front with the artist's characteristic vigour. They include landscapes, giving a new view of the battle-fields and camps, and studies of guns and trenches, British soldiers, and German prisoners. The portraits are naturally of especial interest. Among the "sitters" were Viscount French, Sir Douglas Haig, Sir Hugh Trenchard, Captain McCudden (whose portrait we reproduce on another page), and other well-known figures.

THE WORLD OF FLIGHT

GROUNDLINGS IN THE FLYING SERVICES.

By C. G. GREY,
Editor of "The Aeroplane."

So much has been said and written of late concerning the enormous number of officers and men employed on the ground in keeping a comparatively small number of war-aeroplanes in the air that the subject seems worthy of discussion, without entering into any controversy on the matter and without pretending for a moment to have any official data.

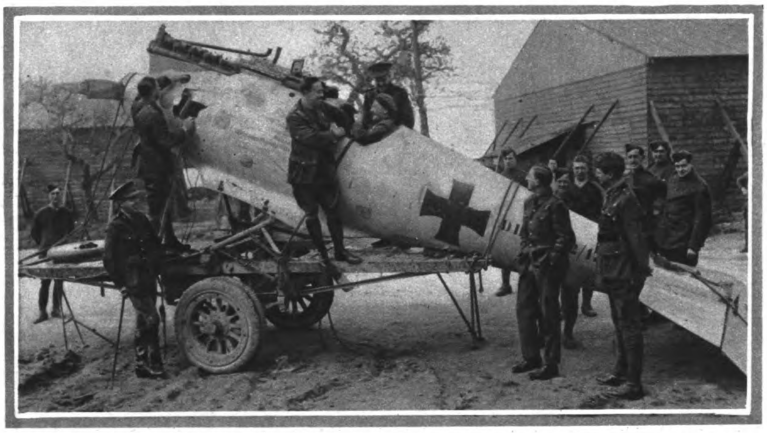
One is continually told that if this, that, or the other department of the Army were run by business men it would be 100 per cent. efficient instead of about 10 per cent., as alleged. Yet, when one comes to study the work of that department in detail, one is generally surprised to find how really efficient it is. The only fair way of discussing this particular problem is to contrast a purely commercial proposition with a purely military proposition in the light of facts known to all. Thus one cannot convey information to the enemy, though one may, perhaps, enlighten civilians who consider themselves quite good business men because they have succeeded in making money commercially.

Let us first take the well-known pre-war case of a civilian aviator who endeavoured to make a living by giving exhibition flights in various parts of the country for what he hoped were adequate fees. Such a man generally had two complete aeroplanes, at least three mechanics and sometimes four, an agent in advance to see about housing his machine and to see that the next aerodrome was fit to use, and a business manager. Sometimes he had a motor-wagon on which to transport his aeroplane by road, or to fetch it if damaged in flying across country; and always he had a motor-car for his private conveyance. The mechanics had to assemble his machine when it arrived at the aerodrome where his next exhibition was to take place. They had to "tune it up," and they had to keep his engine in running order. Thus it took, on the face of it, five or six men to keep him in the air. Civilians who took an interest in flying long enough ago to remember this simple fact are rather prone to ask why five or six men on the ground are not enough to keep a military aviator in the air also. But what they forget entirely is that the exhibition aviator before the war bought with money what an army in the field has to do with man-power alone. That is to say, for example, he and his mechanics lived in the nearest hotel, and bought their food when and where they wanted it. Army aviators and air mechanics, on the other hand, have to be housed and fed on the spot, and, consequently, men and transport-wagons are necessary to provide them with food and lodging. The exhibition aviator had the oil and fuel for his engines and for his motor wagon and car delivered to him by the petroleum company or by the nearest garage. If he wanted spare parts for his engine, they were delivered by the postman from the makers. And so on for many minor details. Thus, by spending money, he had at his command the services for part of their time of a vast number of different people.

Money can always be translated into terms of man-power. Thus one has known an exhibition flier to be taking £100 a week for his shows, and then to be only just able to make both ends meet. Now £100 a week translated into wages at pre-war rates means 50 men at £2 a week. Which is to say that, after allowing for personal expenditure and for the purchase of material and food as such, the balance was consumed in labour, so that it took the work of anywhere between 25 and 30 men to keep him in the air. Now, over and above this, it must be remembered that the exhibition aviator only flew on two or three days a week. The rest of the time he was moving from one flying field—or aerodrome—to another, or was getting his machine and engine into flying order. His mechanics had all day to work on their jobs. Probably one or other of them drove the motor-wagon. He drove his car himself. Also, the mechanics worked either on the engine or the aeroplane as required. Thus one man did several different jobs, and so the extra time available made up for the apparently small number of men employed. Yet, when one considers the small number of hours actually flown by the exhibition aviator, the number of men employed was really quite large. For, in estimating the efficiency of a flying unit, one ought by rights to express it in terms of the number of man-hours of work expended on the ground in proportion to the number of flying hours spent in the air.



ON THE WESTERN FRONT: PILOTS EXCHANGING NOTES ON THE WORK BEFORE THEM WHILE A BATTLE-'PLANE IS GOT READY TO START.
Official Photograph.



A FLYING "KAMERAD": A NEWLY CAPTURED GERMAN MACHINE AT A BRITISH AIR FORCE DEPÔT NEAR THE FRONT.—[*Official Photograph.*]

Let us now consider the military proposition in comparison with that of the exhibition flier. The first and most important thing to remember is that in the Army no man can do several different jobs, as in civilian business; for the good and sufficient reason that, in time of stress—as, for example, in the midst of a great battle—every job may have to be going on at once. Each man must have his own job; and, though he may be able to do several other jobs, there must be enough men to do all the jobs at once if necessary.

Let us take, for example, a single aeroplane of a squadron at the front consisting of eighteen two-seater reconnaissance aeroplanes. One particular machine has at least two skilled engine-mechanics going over the engine, seeing that all nuts and bolts are tight, and that everything is properly adjusted. A couple of skilled "riggers" are at the same time inspecting the wires, and all the fittings of the wings and body. Two unskilled men are, meanwhile, filling up the tanks with petrol, oil, and water. At least two more specialists, from the bomb department, are busy putting bombs in their clips, seeing that the release-gear works properly, examining fuse adjustments, and so forth. Probably two more, from the armament section, are putting on board ammunition for the three or four machine-guns which the machine carries. Another one at least, from the photographic section, is fixing the camera in position, seeing that a loaded magazine of plates is in place, testing the working of the shutter, and so forth. That means to say that eleven men at least are attending to the toilet of that one machine before she starts. In the meantime, the pilot and observer are probably washing and dressing, having breakfast, and getting into their flying-clothes. Each taking his share of the services of batmen—or officers' servants—mess-waiters, cooks, etc., one may say that two more men are wholly employed in this way. Which brings the total number up to thirteen merely concerned with preparing for the flight. And, remember, there ought by rights to be enough men available to do the same work in relation to each aeroplane of the eighteen of the squadron all at once. For the whole squadron that means 234 men straight off. The fact that far fewer are employed only shows how economical the Army is in reality.

In addition, there are skilled mechanics in the squadron workshops, fitters, machinists, and other trained workers—about 150, besides a number of unskilled; also lorry and car drivers, clerks, store-keepers, etc.—easily accounting altogether for 25 or 30 men on the ground for each aeroplane in the air.

A FAMOUS PAINTER AS WAR-ARTIST: AN ORPEN EXHIBITION.

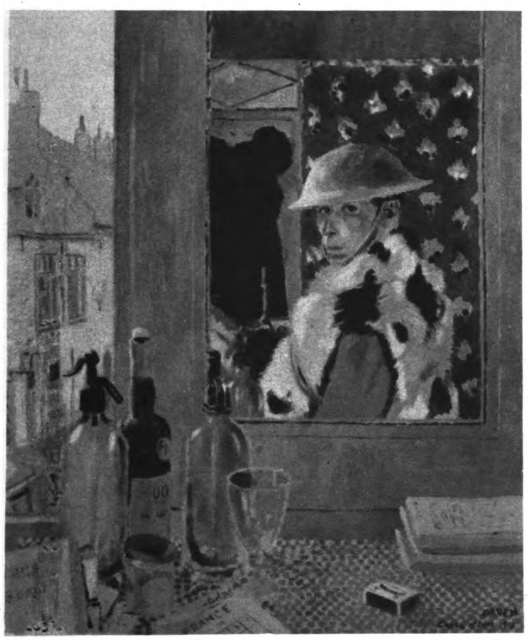
FROM THE EXHIBITION AT MESSRS. AGNEW'S GALLERY OF PICTURES BY MAJOR WILLIAM ORPEN, ONE OF THE OFFICIAL BRITISH WAR ARTISTS.



"CAPTAIN J. B. M'CUDDEN V.C.": AN ORPEN PORTRAIT OF A FAMOUS AIRMAN.



AT CASSEL: "THE HOUSEHOLD BRIGADE PASSING TO THE YPRES SALIENT."



A PORTRAIT OF THE ARTIST BY HIMSELF: "READY TO START"—MAJOR ORPEN IN WAR-KIT.

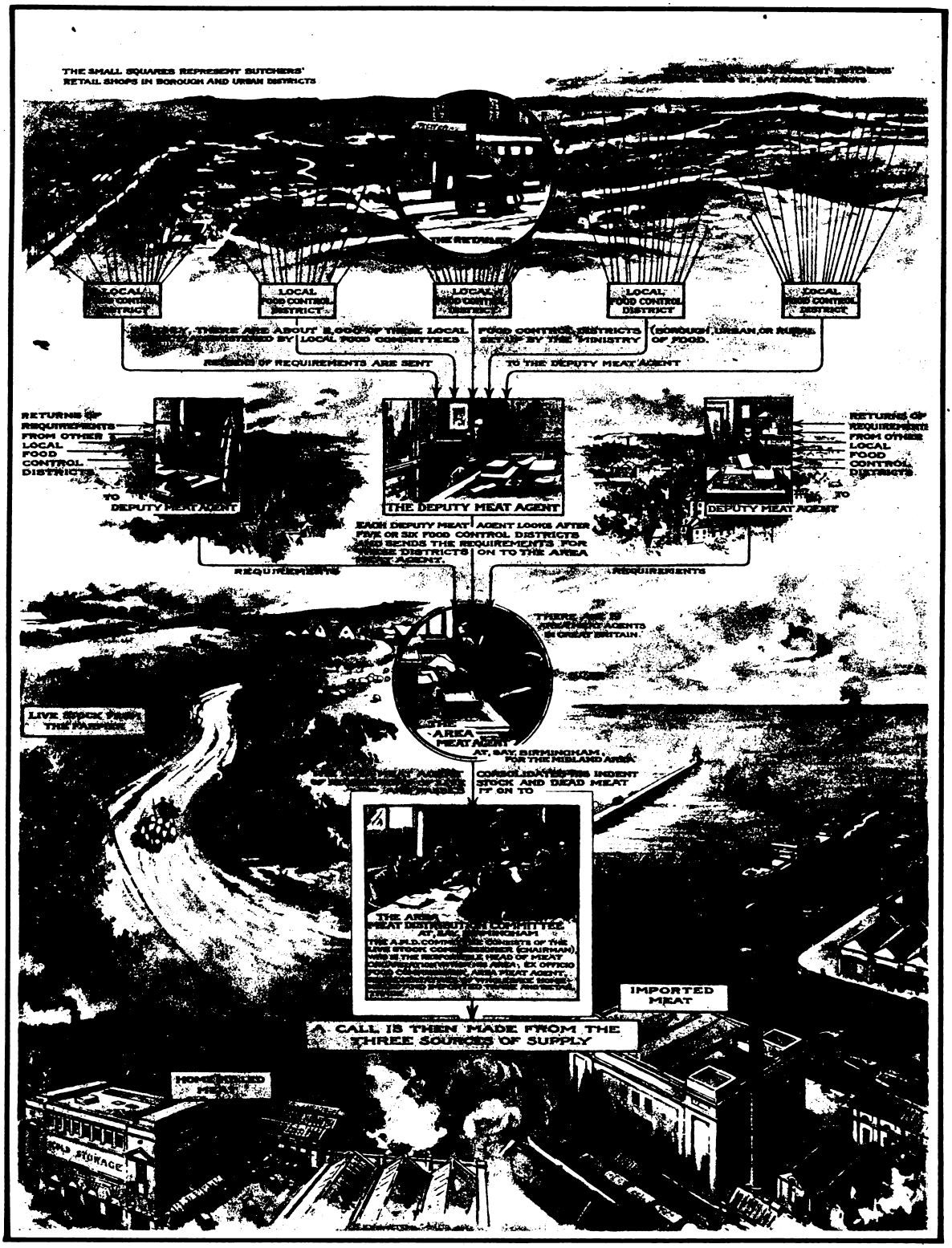


"BOMBING AT NIGHT": A GROUP DURING AN ENEMY AIR-RAID NEAR THE FRONT.

As mentioned on another page giving other examples of his work, it was arranged that an exhibition of pictures painted at the Front by Major William Orpen, who has been in France for about a year as one of the official British war-artists, should be opened at Messrs. Agnew's Gallery in Old Bond Street on May 23. Major Orpen has, of course, a great reputation as a portrait-painter, and consequently this part of his work at the Front is of particular interest. The portrait of himself given above shows him as seen reflected in a mirror, apparently leaving a café for his day's work. He is wearing a "goat-skin" coat and a steel helmet. Captain McCudden, it will be recalled, was recently awarded the Victoria Cross for conspicuous bravery, perseverance, and devotion to duty. He also has the D.S.O. (with bar), the Military Cross (with bar), and the Military Medal.

FOOD CONTROL ORGANISATION: THE MACHINERY OF MEAT SUPPLY.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.

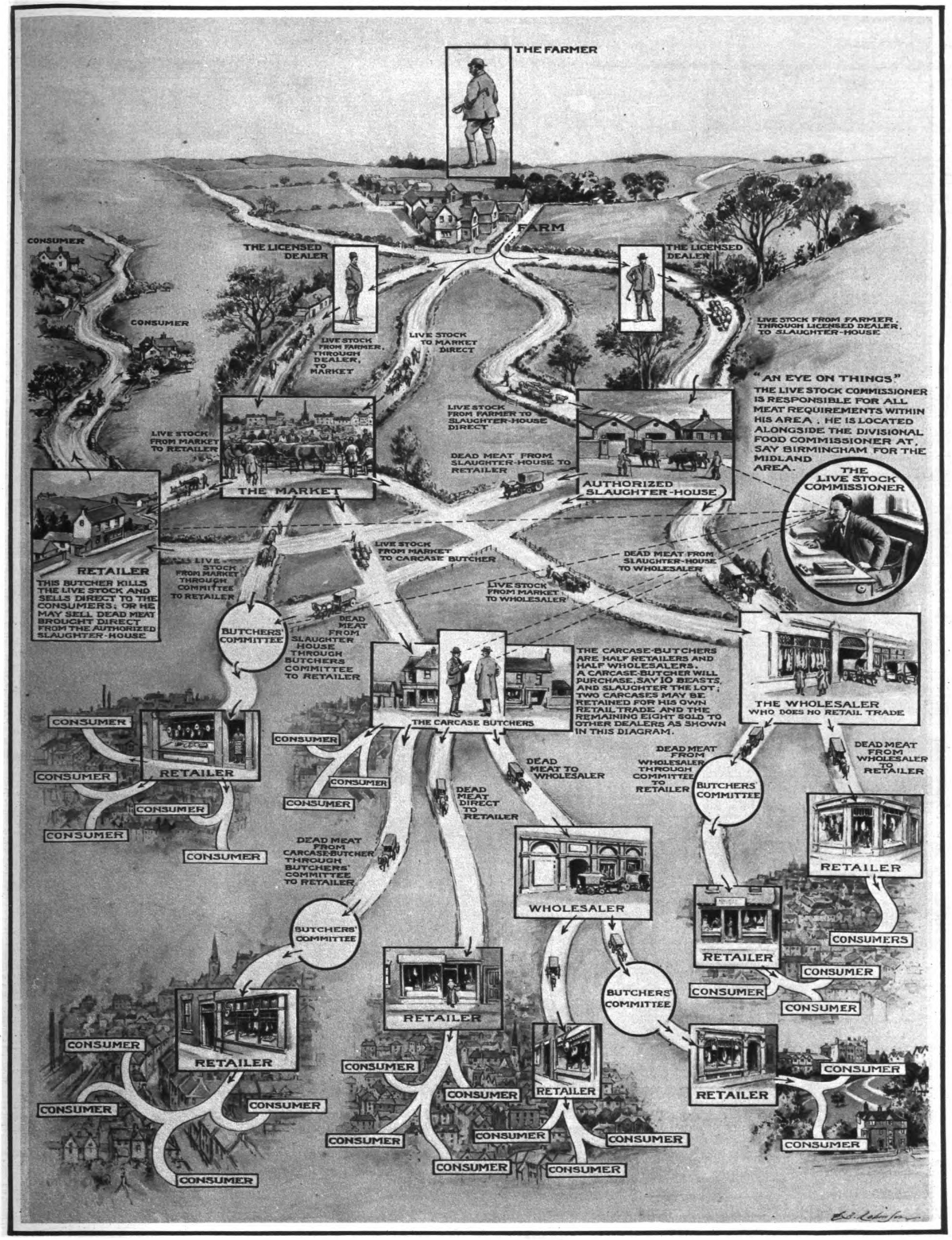


HOW THE DISTRIBUTION OF MEAT IS GOVERNED BY THE FOOD CONTROLLER: DIAGRAMS ILLUSTRATING THE SYSTEM OF FOOD-CONTROL AREAS AND DISTRICTS.

The task of controlling the Nation's food and arranging for its proper distribution entails much work and a great organisation. The above diagrams illustrate pictorially the general operation of the system in regard to the supply of meat. For this purpose the Ministry of Food has divided England, Wales, and Scotland into fifteen areas, which, in turn, are subdivided into local food-control districts, of which there are about 2000 in all. In each area the supply is governed by the Area Meat Distribution Committee, which receives, through its Meat Agent, information collected by Deputy Meat Agents from the various districts in the area regarding the amount of meat required. The Committee then issues a call to the sources of supply, live-stock on farms, stores of home-killed meat, and imported cargoes.—*[Drawing Copyrighted in the United States and Canada.]*

FROM FIELD TO KITCHEN: THE CONTROLLED DISTRIBUTION OF MEAT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



THE CHANNELS OF MEAT-DISTRIBUTION UNDER THE MINISTRY OF FOOD: DIAGRAMS SHOWING HOW MEAT TRAVELS FROM THE FARMER TO THE CONSUMER.

At the top of the page is seen a typical farm, from which live-stock is sent to market or to an authorised slaughter-house, either direct or through the medium of a licensed dealer. In a meat market to-day there is no sale by auction: every beast or sheep is received by an authorised Government agent, who allots meat to the retailers present according to their permits. Live-stock from the market or dead meat from the slaughter-house may traverse devious routes and pass through various hands before reaching the consumer. These routes may be traced on the diagrams by the "in" and "out" arrows. By whichever route meat reaches the consumer, the price paid to the farmer and that paid by the consumer does not vary. In each meat area a Live-stock Commissioner "keeps an eye" on the whole system.—*[Drawing Copyrighted in the United States and Canada.]*

A MODERN VERSION OF THE SCYTHE-CHARIOT: AN ARMOURED CAR'S DASH THROUGH THE ENEMY.

DRAWN BY GEORGES SCOTT FROM MATERIAL SUPPLIED BY A FRENCH MOTOR MACHINE-GUN OFFICER.



DASHING THROUGH A VILLAGE CROWDED WITH GERMAN TROOPS, AFTER EXPENDING ALL ITS MACHINE-GUN AMMUNITION: A HEROIC EXPLOIT BY A FRENCH ARMOURED CAR.

It will be recalled that some wonderful exploits were performed during the recent Allied retreat by a detachment of French-Canadian armoured cars armed with machine-guns. Not less heroic have been the *auto-mitrailleuses* of the French Army, one of which is seen in the above drawing, effecting a dramatic retreat to the French lines. The car was in charge of Sergeant-Major André Marie Jean Pezon, who was afterwards awarded the Military Medal. The official account of his adventure ran as follows: "He was ordered to hold a position with his machine-gun car, to cover the withdrawal of some advanced posts. He did not leave until he had exhausted all his ammunition, and was completely surrounded by the enemy. Being compelled to pass through the village of R———, by that time in the hands of the Germans, he dashed through groups of the enemy revolver in hand, defending his car, and succeeded in regaining our lines."—[*Copyrighted in the United States and Canada.*]

NIGHT AT A FRENCH CORPS HEADQUARTERS: A "CALL" DURING THE GREAT BATTLE.

FROM A DRAWING MADE ON THE SPOT BY GEORGES SCOTT.



A MESSAGE FROM THE BATTLE-LINE: THE OFFICER ON NIGHT DUTY ANSWERING A RING FROM THE FIGHTING-ZONE ON THE TELEPHONE SET ON A CHAIR BY HIS BED.

The *locale* is the interior of a shell-battered farm, on the edge of a battlefield in Northern France, where, in what apartments can be made habitable, an Army Corps Commanding General, and the immediate entourage of his headquarters staff, have installed themselves—as is a common practice, where it can be managed. The room seen is used as the office and sleeping-room of the "officier de service," the staff officer on duty for the night. He had laid down on the bed fully dressed to snatch an interval of sleep, if possible, with a rug over him, and with, as usual, the telephone-receiver in connection with the front line close at hand and near his ear, so as to be roused on the first tingle of the bell. Messages, of course, come suddenly at all hours. The officer is seen taking one in, while an orderly dozes in a chair in front of the fire, cloaked and capped and ready to spring up and be off at a second's notice.—[*Drawing Copyrighted in the United States and Canada.*]

ROLLING OVER AND OVER IN MID-AIR THROUGH SEVEN

FROM A WATER-COLOUR BY C. FLEMING WIL

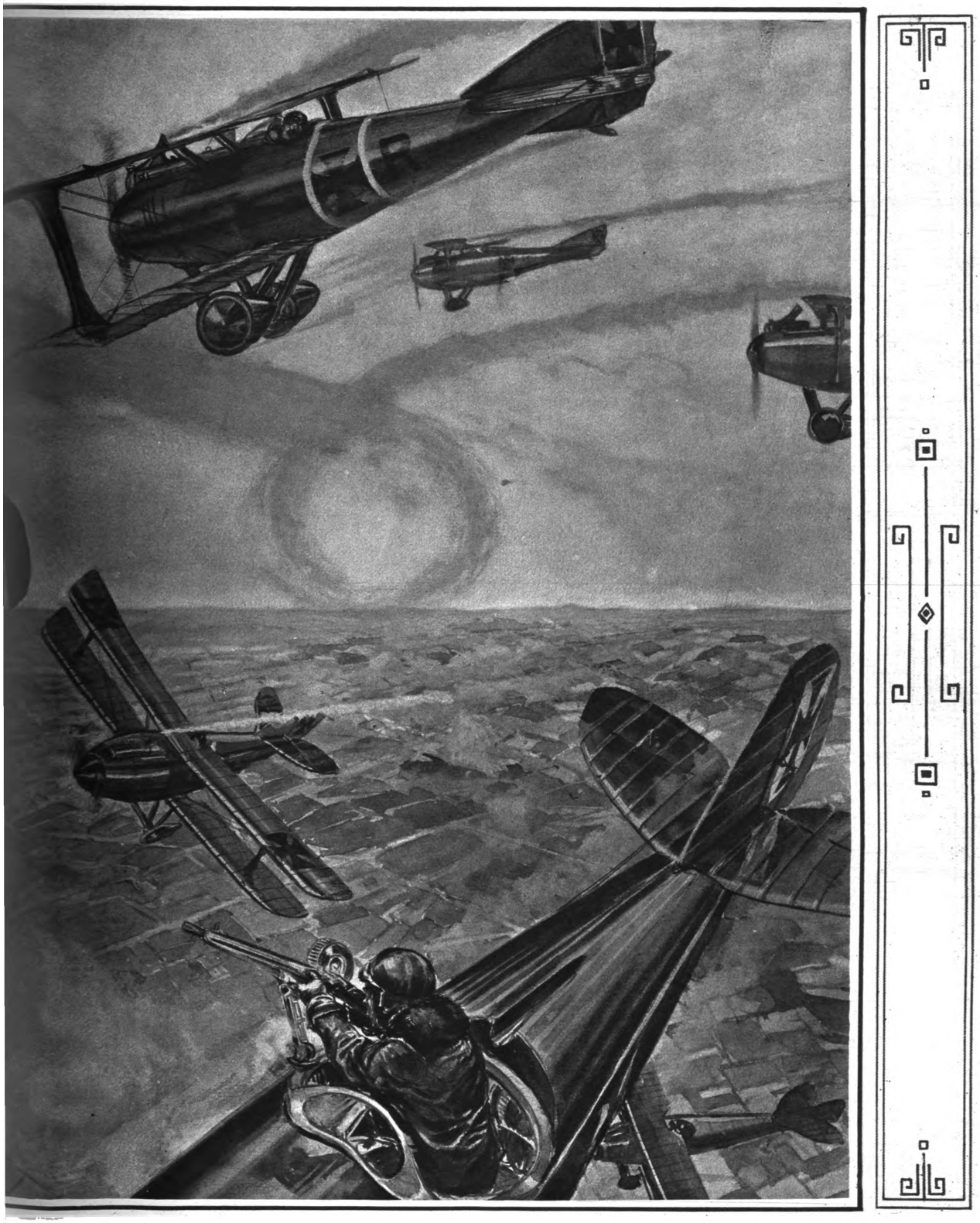


"HE ROLLED CONTINUOUSLY FROM 12,000 FT. TO 2000 FT., WITH THE WHOLE GERM

Wonderful indeed are the feats which the human "birds" are now able to perform, and one of the most wonderful on record is shown in this illustration, the story of which is as follows. "One of our pilots, when 'looking for trouble,' descried two rather slow German two-seaters, which offered such an easy prey that, when about to open fire, it struck him that it was *too* easy. Looking over his tail, he saw a squadron of Scarlet Scouts, black-crossed, diving at him! Realising that it was useless to try and dive away from them, and worse than useless to fight the lot single-handed, he was momentarily at a loss. Then he started aerial acrobatics. He commenced to roll; that is, to turn over and

ES: A BRITISH AIRMAN'S WONDERFUL AERIAL ACROBATICS.

OPYRIGHTED IN THE UNITED STATES AND CANADA.



I SQUADRON BLAZING AWAY AT HIM": "TUBBY'S" ESCAPE BY "EEL-LIKE TACTICS."

over laterally, using the length of his fuselage as the axis. He rolled continuously from 12,000 feet to 2000 feet, covering a distance of eleven miles, with the whole German squadron blazing away at him for all they were worth. Owing to his eel-like tactics, he not only got home safely, but, later, had the opportunity of downing a large number of the enemy single-handed, thereby winning the D.S.O. and Military Cross." In the drawing the British machine, bearing the name "Tubby," is shown upside down in the centre on the left. The other seven are the German aeroplanes, of which all but the two are coloured red in the original drawing.

SCIENCE JOTTINGS



JEERING AT BURGHERS TRESPASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (16TH. CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13TH. CENTURY).

PROTEIN LIFE AND GROWTH.

THE rationing system has forced some knowledge of chemistry on all of us, and no one wants to be told nowadays that his food must contain protein, fats, carbohydrates, and mineral salts; yet perhaps we do not yet fully realise the extreme importance of protein. Not only is it the main constituent of the protoplasm of which every living cell in the human body is made, but, unlike all the other elements in our food, it is capable by itself of supporting life. Thus, when Nansen and his companions on their Polar Expeditions were forced to exist on a diet consisting exclusively of meat and fat, they found that, contrary to expectations, they not only suffered no inconvenience, but actually put on weight. Most of us know by personal experience since the beginning of the war that this would not have been the case had they tried to satisfy their hunger by living on carbohydrates alone.

Why this should be so has only lately been discovered — or rather, it is only lately that we have been able to make a guess at the mystery. Protein has, like many other organic substances, an excessively complex molecule, and therefore defies all ordinary means of analysis. One knows, however, that in course of digestion it breaks up into a whole series of less complicated bodies known as amino-acids, of which amino-acetic acid, or glycocoll, is, perhaps, the most familiar type. But these are both very numerous and differ much in their characteristics, and it is now thought that each function of the body requires its own particular amino-acid for its upkeep in action. Hence it is that we must consume protein to maintain our energy or power of work, as is well seen in experiments on dogs, who, although they can live and apparently thrive on a diet of carbohydrates only, yet lose all their more characteristic features, such as fierceness and liveliness, and show little power of resistance when attacked by disease. Protein can, of course, be obtained from vegetables as well as from meat, and oatmeal and bread both yield it in some quantity. But, when all is said, meat continues to be the most convenient form in which we can absorb the protein we require; and, with all due deference to the Food Controller, we should all of us suffer if the meat ration were to be altogether withdrawn from civilians.

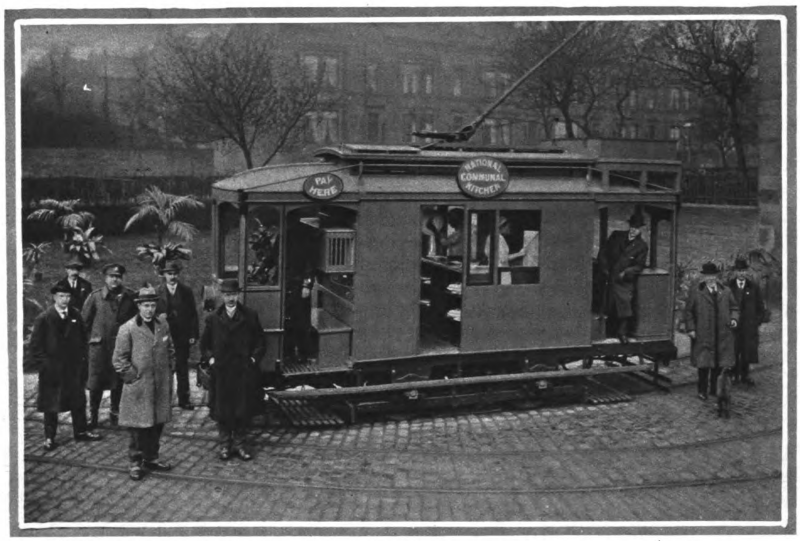


MINING A ROAD: ENGINEERS AT WORK ON THE BRITISH FRONT IN FRANCE.
Official Photograph.

This, however, is not all the story. Among the amino-acids is one called tryptophane, which was once lightly accounted of as a mere pigment or colouring matter, but is now shown to be of great importance for the repair—and therefore for the manufacture, so to speak—and maintenance of cellular tissue. This tryptophane, however, unlike the other amino-acids, cannot be produced within the body by the break-up or combustion of protein, or in any other way, but must needs be taken in by way of the mouth as food. There is also in meat the vitamine, the mysterious substance which, as has lately been shown in this column, makes, in some way not yet sufficiently explained, for growth in the young animal, and without which the organism, although it may continue to live, cannot develop. Professor Gowland Hopkins, by his experiments on rats, proved that this "fat soluble accessory," as he calls it, is of such importance that, when fed on an otherwise physiologically correct diet from which it was absent, the young quadrupeds on which he was experimenting languished and died; and, although this does not logically follow, there is little doubt that the result would be the same with human beings. Yet Professor Hopkins himself averred in his lecture at the Royal Institution early in the month that, all advertisements to the contrary notwithstanding, the vitamines had never been isolated; and it is probable that they, like the metallic and other "catalysts" of which we have heard of late, act by their presence only, and that in extremely small quantities. Be that as it may, it is certain that the fat soluble accessory has not yet been met with in animal food save in the form produced by the animal—such as meat or milk.

From all this it follows that we cannot yet do without protein, and the only form in which it is possible or convenient for most of us to take it into our systems is, under existing conditions, in the form of animal food. Hence the vision which has for some time been floating before the eyes of the sect—as it may almost be called—of vegetarians of a world of mad Nebuchadnezzars subsisting on grass or cabbages, fades into nothingness. So does the dream, more scientific in outward appearance, of the manufacture of some sort of chemical food in the laboratory whereby man will be able to nourish himself on tabloids or jelly in small compass, without preying like other carnivora on the bodies of his fellow animals. This dream, which appeared possible to writers of such different views on the future of humanity as Winwood Reade and Mr. H. G. Wells, now seems further off than ever; and, if it could have been realised by patient research, would before now have been given reality by the Germans. Hence we must all welcome the last ukase of the Ministry of Food in allowing us to supplement our diet of potatoes and fish with a little more of our chief source for the supply of protein in the shape of meat.

F. L.

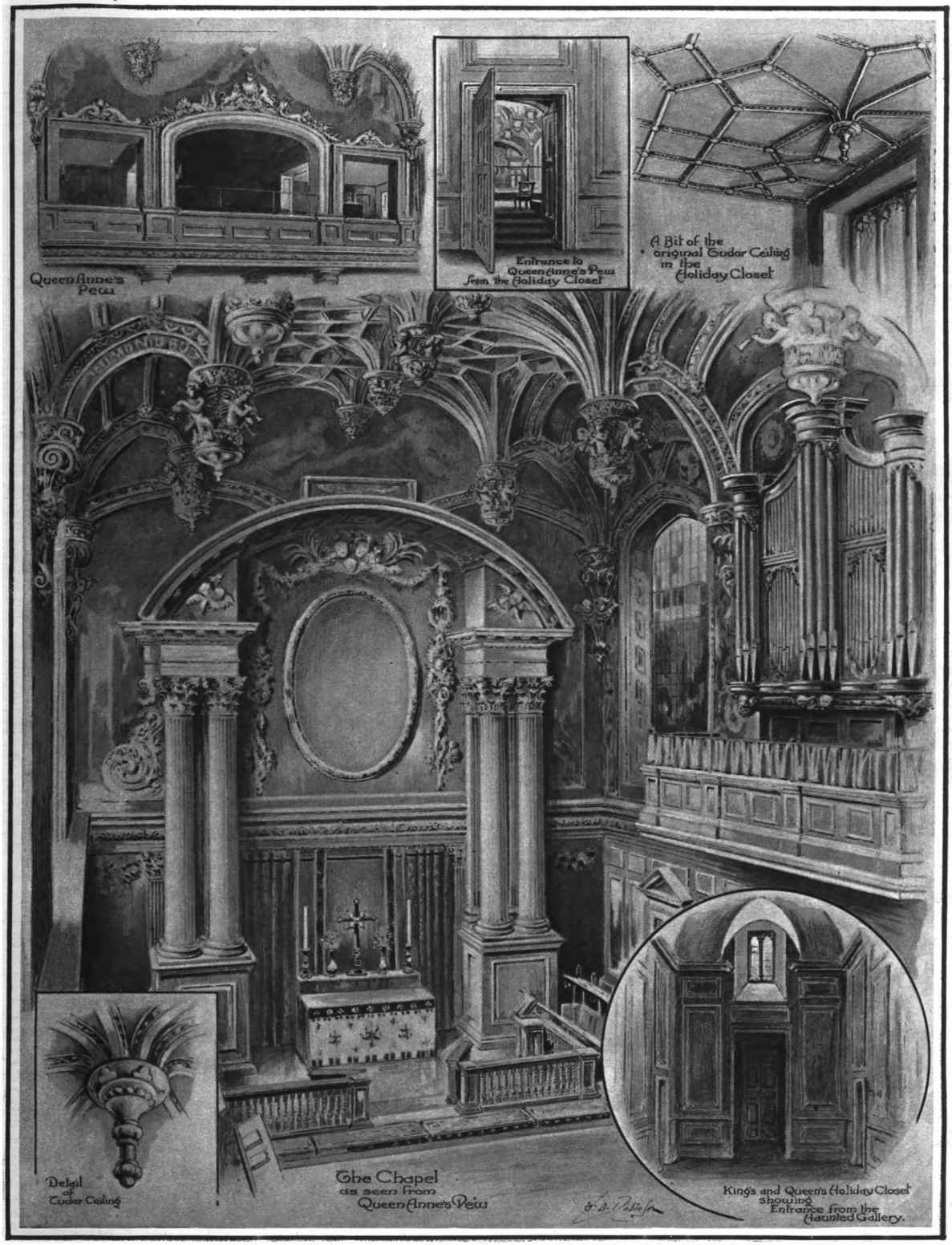


A TRAM-CAR AS COMMUNAL KITCHEN: AN INGENIOUS MUNICIPAL EXPERIMENT AT HALIFAX.

An electric tramcar belonging to Halifax Corporation has been converted into a fully equipped travelling kitchen, capable of supplying 1000 portions. It has electric stoves, with current supplied from the overhead wires, and a 1200-gallon water-tank. Meals are served from both sides, and there is a cash office at each end. It can run to any part of the 33-mile system.

NEWLY OPENED TO THE PUBLIC: THE CHAPEL AT HAMPTON COURT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



WHERE, IN THE "HOLIDAY CLOSET," THE ILL-FATED CATHERINE HOWARD WAS MARRIED TO HENRY VIII.: THE CHAPEL ROYAL AT HAMPTON COURT AND ITS PRECINCTS.

It was recently arranged, with the King's approval, to open to the public the historic Chapel at Hampton Court, along with the adjacent Haunted Gallery, where the ghost of Catherine Howard is said to have been seen. The Gallery leads into the so-called "Holiday Closet," or Oratory, where Henry VIII. was hearing Mass when his doomed Queen made an unavailing attempt to reach him and appeal for mercy. In Queen Anne's time this oratory, where all the Sovereigns from Henry VIII. to George III. made their devotions, was divided by panelled walls into several sections, but part of its exquisite Tudor ceiling has survived intact in its original state. The chapel itself has the richest roof of any in England. In this Chapel Shakespeare and the King's Company of Actors attended service.—*[Drawing Copyrighted in the United States and Canada.]*

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY MARY LAFFAN, LAFAYETTE, LAMBERT, VANDYK, MENDOZA, SPEAIGHT, DENYS, SWAINE, LACEY, YERBURY, SARONY, VANDYCK, MIDWINTER, ILIFFE, AND BACON.



CAPT. MICHAEL CHAPMAN, M.C.,
Grenadier Guards. Son of Sir Arthur Chapman, who was for some years Chairman of the Surrey County Council.



LIEUT. W. D. FEATHERSTONE, M.C.,
R.F.A. Son of Dr. and Mrs. Featherstone, The Grove, Erdington, Birmingham. Had displayed great gallantry.



NURSE E. D. PEPPER.
Nursing Service. Died while on active service in discharge of her duties as a nurse, affording one more example of our women's zeal in their work.



2ND LIEUT. REGINALD T. DENT,
Rifle Brigade. Third son of Mr. and Mrs. R. W. Dent, of Flars, Westmorland. Killed in action on the Somme.



LIEUT. NOEL ROLAND ABBEY,
Grenadier Guards. Second son of Mr. and Mrs. Abbey, of The Drive, Hove. An old Etonian. Aged 20.



LIEUT. HORATIO SPENCER WALPOLE,
Coldstream Guards. Younger son of the late Mr. H. S. Vade-Walpole, and of Mrs. Vade-Walpole, Montpelier Square, S.W.



CAPT. R. P. L. DALLAS, M.C.,
Northumberland Fusiliers. Son of Mrs. A. Dallas, Marlborough Mansions, Hampstead, N.W. Killed in action. Aged 25.



LIEUT. W. SPROSTON-ALLEN,
R.F.A. (attached R.G.A.) Only son of Mr. and Mrs. H. Sproston-Allen, "Penraevon," Newton Park, Leeds, formerly of York.



LIEUT. DANIEL STALKER,
R.F.A. Son of Professor A. M. Stalker, St. Andrews University. Lieut. Stalker entered the Army in 1914. Reported as having died of wounds.



LIEUT.-COL H. F. KIRKPATRICK, D.S.O.,
The Buffs. Mentioned three times in despatches. Leaves a little son who now becomes heir-presumptive to his uncle, Sir Charles Kirkpatrick, Bt.



MAJOR J. J. BANHAM,
Royal Sussex Regiment. Has been officially reported by the authorities of the War Office as having been killed in action.



LT.-COL. OSWYN ST. LEGER DAVIES,
Manchester Regt. (attd Lancs Fus.). Killed in action. Youngest son of Mr. John Morgan Davies, and the late Mrs. Davies, of Froodvale, Llanwrda, Carmarthenshire.



CAPT. CHARLES INGLIS CLARK, B.Sc.,
A.S.C. Only son of Dr. and Mrs. Inglis Clark, of London Road, Edinburgh, and Oakwood, Rosslyn, Midlothian.



LIEUT. ROBERT D. McINNES,
Son of Mr. R. G. McInnes, of Amble, Northumberland. Died of wounds, in France. Aged 32.



SUB-LIEUT. J. F. S. BARTON,
Royal Naval Division. Killed in action. Enlisted in the H.A.C. in 1914, and later obtained his commission.



LT. HAROLD JOHNSTON BROWNE,
R.A.F. Son of Mr. Harold Browne, Fairfax Road, Hampstead, and Queen Victoria Street, E.C. Reported as being killed in the course of "a very brave deed."



2ND LIEUT. H. CHIGNELL,
Worcester Regt. Son of Mr. George Street Chignell, Hill House, Bull Ring, Worcester. Officially reported as killed in action.



CAPTAIN R. GERALD McELNEY, M.C., B.Ch., B.A.O.,
R.A.M.C. Eldest son of the Rev. Robert McElney, M.A., The Manse, Downpatrick.

Don't use dear eggs because the recipe says so—use instead Goodall's Egg Powder, which cuts the cost in two and gets over all FLOUR troubles

IF only everyone would read Miss Wright's report below there would be no more grumbling about the unaccustomed flour we are getting now-a-days—it is highly nourishing, and, as Miss Wright says, with Goodall's Egg Powder you can easily tame it into good behaviour—and save ¾ of the cost of eggs into the bargain. Instead of using the 2 or 3 eggs your recipe probably called for, just use *one* (or even omit eggs entirely) and a 1½d. packet of Goodall's Egg Powder. You will then get cakes practically as light and tempting and delicious as your pre-war ones—at practically pre-war cost. Cookery Schools and up-to-date homes all over the Kingdom are using Goodall's Egg Powder generously. Why not begin to do the same, and begin to save *your* money?



Elsie Mary Wright "Cordon Bleu," Medallist of the National Training School of Cookery; Domestic Editress "Everywoman's Weekly," &c., &c., and one of the best known cookery experts in London

Miss Wright reports: *"With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty . . . . its great advantage over other Egg substitutes is that it contains a minimum of Baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates.*

1½d. packets; 7d. and 1/2 tins.

Write us if your grocer hasn't it.

Goodall, Backhouse & Co., Leeds



For Our Fighting Men

THE sustaining qualities of Delecta Watford Chocolate and its delicious flavour have made it the popular favourite with our Soldiers and Sailors everywhere. It's such a handy, wholesome ration when other foods and supplies are difficult to obtain. Our boys at every front should insist upon Delecta Watford Chocolate at their canteen.

A very large proportion of the output of Delectaland is set aside for this purpose, but limited supplies are now available at many confectioners.

Delecta WATFORD

CHOCOLATE

MADE IN DELECTALAND



THE WATFORD MFG. CO., LTD.,

BOISSELIERS (Boy-sel-e-a) CHOCOLATES, VI-COCOA, AND FREEMANS FOOD PRODUCTS.

DELECTALAND, WATFORD, ENG.

NEW NOVELS.

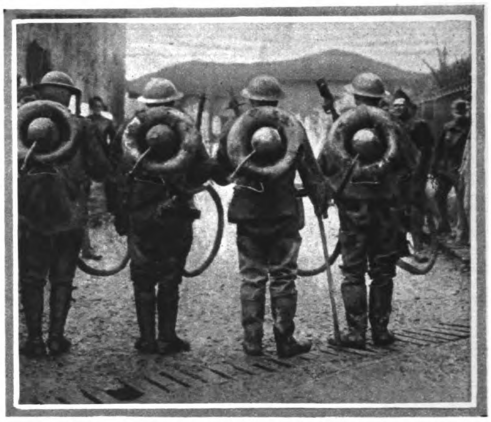
"Kings at Arms." History made easy is to be found in the novels of Miss Marjorie Bowen. She saves us the trouble of going to the fountain-head, and presents her mighty figures with as little fiction as need be, and that mostly, being a feminine writer, in meticulous details of wardrobe and toilet. We recall William of Orange's handkerchief, pressed to his lips, when we find in "Kings at Arms" (Methuen) so much play made with the disorders of Peter the Great's dressing-gown, and the contrasting fripperies of that August *der Starke* whose admiration of Louis XIV. remains in classic stone, imprinted upon the Court quarter of Dresden. The outstanding figure of "Kings at Arms" is, however, neither Peter the Great nor the unlucky Augustus, but Charles XII., who is followed from the inception of his first great campaign to Pultowa and his soldier's death at Fredrikssten. Charles, the young wonder of his age; Charles the invincible, the ascetic leader of his hard-bitten army, and the cause of his country's deep impoverishment and territorial loss—the picture lacks no colour of Miss Bowen's well-known paint-box. Whether it is wise to give young readers a means of imbibing, say, Sismondi or Motley at second-hand may be a debatable point. Our own feeling is that the novel-reading world is the richer, as it is the wiser, by books of the class of "The Viper of Milan" and "I Will Maintain"; and we extend, therefore, a hearty welcome to "Kings at Arms."

"Men and Ghosts." The climax of "Men and Ghosts" (Collins) comes in a sick-room, at the death-bed of the man who, of all the characters, was the most keenly alive, and the most nimble at holding solemn issues at arm's length. To him, dying brought determination; and brought, presumably, clear thinking—a gift that we feel was not highly developed among his friends. In many ways the book is loosely put together, passing from one to another small crisis by interchanges which are insufficiently linked by the study of Rose and the autobiographical form of its narrative. In view of the fact that Bill is paramount at the end, the account of the youthful experiences of the other man, reviewed in the first person, seem to us to be not wholly relevant, although they are matter of interest, and written with vigour and sincerity. Mr. Allan Monkhouse protests too much in the prologue. His talent shows itself to better advantage in certain sudden flashes than in long-drawn efforts of psychology. As, for instance, when the dying Bill from his bed asks his friend, "in a lamentable tone, 'Am I less than a man?'"—and is answered, "*Man is a spirit.*" This is fine; but the emphasis which uses the reply as the heading for the chapter grates upon us. Intelligent readers do not need nudges to point them to the vital issues in a book.

"The Narrow Strait." No one can compete with Mr. W. E. Norris in his manipulation of a social story and the accuracy with which he advances his neat chessmen on the board. "The Narrow Strait" (Hutchinson) moves forward until its action is covered by the war, stirring our emotions sufficiently, and keeping our interest alive by expert and gentle stimulation. It ends, naturally, on a deeper note; but not until many chapters have entertained us with the ways of the facile Roden, and the courtships of young men and maidens on both sides of the Channel. Mrs. Roden was a Frenchwoman of old family, and of a saintliness as rare as her lineage; and Mr. Norris, in giving her—as we think he has advertently done—to his English public as the type of all that is fine and noble in French womanhood, places her in a British setting, the mother of a British son and daughter. Her boy was a sensitive young man who doubted his own courage, but exhibited it magnificently when occasion arose—a youth destined inevitably, with the story running its course, to make the supreme sacrifice "somewhere in France." The French relations are pleasantly dealt with; and we are left with an admiration for M. de Sarzeau, the cavalry soldier who marries the lovely Denise—which, to tell the truth, was difficult to concede at first, when he figured with such curiously bad manners in his early encounters with his future wife.



WITH THE AMERICAN EXPEDITIONARY FORCE IN FRANCE: U.S. SOLDIERS WITH CAPTURED GERMAN FLAME-THROWERS—FRONT VIEW.
Official Photograph.



WITH THE AMERICAN EXPEDITIONARY FORCE IN FRANCE: U.S. SOLDIERS WITH CAPTURED GERMAN FLAME-THROWERS—BACK VIEW.
Official Photograph.



BY APPOINTMENT



Royal Scots Greys Badge Brooch. Diamonds, set in Palladium, and Enamel, £30 0 0

Military Jewellery
of highest quality

THE Goldsmiths and Silversmiths Company's Military Badge Jewellery is of highest quality and workmanship, and is better value than Badge Jewellery of inferior character sold at the same or higher prices elsewhere. The badge of any regiment can be reproduced in palladium, gold, and silver, or set with diamonds and other precious stones. A Catalogue will be sent post free on application.

The Goldsmiths & Silversmiths Company have no branch establishments in Regent Street, Oxford Street or elsewhere in London—or abroad—only one address: 112 REGENT ST., LONDON, W. 1.

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD
with which is incorporated The Goldsmiths' Alliance Ltd. Est. 1751
JEWELLERS TO H.M. THE KING,
112 REGENT STREET, LONDON, W. 1.

KIT FOR THE EAST

Value is measured not by what you pay, but by what you get for your money. The splendid wear-resisting qualities and comfortable fit of Tropical Uniforms from the HOUSE OF GAMAGE make them double value.

To Officers proceeding to Egypt, Mesopotamia, and Salonika.

The following additional Kit is required:—

	£	s.	d.
2 Khaki Drill Service Jackets at 37/6	3	15	0
2 Pairs Khaki Drill Breeches at 14/6	1	9	0
2 Pairs Khaki Drill Slacks at 14/6	1	9	0
2 Pairs Khaki Drill Shorts at 6/6	0	13	0
All sizes in Stock ready to wear.			
1 Wolseley Helmet	1	1	0
1 Portable Camp Bed	2	12	0
1 Bag for same	0	7	3
1 Pillow	0	5	0
1 Mosquito Net	1	1	6
1 Waterproof Sheet 7 ft 6 in. x 4 ft.	1	5	6
1 Tripod Washstand, with Waterproof Basin, Bath and Bag	1	16	0
1 Folding Chair	0	13	0
1 Water Bucket	0	4	6
1 Valise or Kit Bag to hold above articles, with owner's name painted on it	3	11	9
1 Pair Marching Boots	2	5	0
1 Pair Mosquito Boots	1	10	0
1 Pair Puttees	0	9	0
1 Haversack with Sling & Swivels	0	17	6
1 Aluminium Water Bottle	0	15	6
1 Lanyard and Whistle	0	2	6
1 Service Hussif	0	3	6
1 Hold-all	0	6	6
1 Combination Knife, Fork & Spoon	0	6	6
1 Enamel Cup	0	1	0
1 Field Service Pocket Book	0	1	0
1 Map Case	0	16	6
	£27	18	0

TERMS—NET CASH.

Military Catalogue Post Free on Request.

GAMAGES

The Headquarters of Military Outfitting,

HOLBORN, LONDON, E.C. 1



WOUNDED OFFICERS.

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

Mr. George Robey and the only Cure in the World for HEADACHE & NEURALGIA



Photo. by Wrather & Buys.

The Alhambra, Feb. 18th, 1918.

The "Daisy" Co.

Dear Sirs,

The fact that I have personally proven the exceptional benefits of "Daisy" tablets in cases of headache and neuralgia, prompts me to express the opinion that they are "The only cure in the world" for me.

Really, they are superior to anything else I know of, and it is a pleasure to say so, apart from the knowledge that they are due to British skill and experience.

You have my permission to publish this letter and also my photograph.

Yours faithfully,

Geo Robey

Not alone in field of mirth-provoking quips and sallies, or wealth of facial expression does George Robey wield a power most royal. He is indeed a veritable "Georgius Rex" in the manner in which he has successfully worked in raising funds on behalf of our gallant forces. To George Robey, more perhaps than to any other individual, does the country owe a deep debt of gratitude for keeping us smiling and procuring the wherewithal to alleviate the sufferings and discomfort of our boys.

So strenuous a life, such exacting devotion, naturally entails occasional headache or neuralgic strain, but Mr. George Robey always places reliance on the remarkable British specific, "Daisy" Tablets. In proof that his reliance is not misplaced, read his letter at side to the Proprietors of "Daisy."

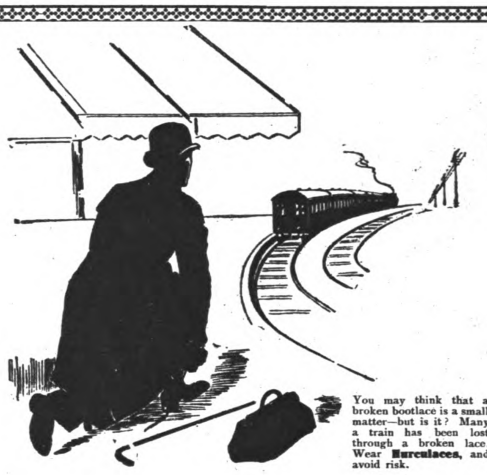
DAISY
TABLETS
Cure Headache & Neuralgia.

TREATISE & SAMPLE FREE.

If you would like to try them at our expense, send us your name and address on a postcard, and we will send you FREE a dainty box, along with a very interesting scientific booklet on the cure of head and nerve pains of all kinds. Write to-day to

DAISY, LTD. (Dept. T 13), LEEDS.

"Daisy" Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T 13), Leeds.



You may think that a broken bootlace is a small matter—but is it? Many a train has been lost through a broken lace. Wear **Hurculaces**, and avoid risk.

Hurculaces
GUARANTEED BRITISH MAKE

Hurculaces are the ideal laces for boots or shoes.

A minute saved is ofttimes an hour gained, and a lace generally breaks when one is in a hurry. To avoid such *contretemps* insist on HURCULACES, which are made from strong, long-stapled threads that resist wear, and are well dyed and firmly tagged.

Stocked by high-class Drapers, Outfitters, and Bootmakers.

LITERATURE.

"British Campaigns in Flanders from 1690-1794."

There should be many readers, military and otherwise, for the Hon. John Fortescue's book, "British Campaigns in Flanders from 1690-1794" (Macmillan), telling the story of "battles long ago" in which constantly recur the names of numerous places that have become to-day "familiar in our mouths as household words." As the author points out: "This volume consists simply of extracts reprinted from my 'History of the British Army.' It is published in order that the troops at the front may, if they wish it, study the experiences of their forerunners in the Low Countries in a book which is fairly portable and fairly inexpensive, though neither so cheap nor so compendious as 'The British Soldiers' Guide to Northern France and Flanders.'"

The only objection to this plan is that in making extracts from a large work there is an inevitable loss of perspective, and the scale of the original is too large and extended for the smaller volume. Parts are omitted, and the reader requires summaries to fill up the gaps. Moreover, a book that does not carry the story of our previous campaigns in the Netherlands into the Waterloo period does not seem to fulfil completely the requirements of a military student of to-day who wishes to obtain a survey of the whole subject. The Napoleonic period, in fact, would probably interest him most of all. There is a wide difference between the present volume and the "Soldiers' Guide" above mentioned, which is a penny leaflet giving the barest outline of events. Mr. Fortescue's "History of the British Army," on the other hand, is already in eight volumes, and has not yet carried the narrative beyond 1812. We cannot help thinking that the needs of the average soldier-reader might have been better met by a new work on a scale somewhere between this monumental history and the slender leaflet, and including the Waterloo campaign. Apart from this perhaps rather obvious criticism, there can be nothing but praise for the author's vivid and readable narrative. The chapters selected cover the campaigns of William III. and Marlborough, the War of the Austrian Succession, and the War of the French Revolution to the end of 1794. Incidentally, one sees that the Allies of those days did not co-operate anything like so harmoniously as the Allies of to-day. The book contains sixteen battle-maps, but no other illustrations. Mr. Fortescue, who is librarian to the King, is writing the official history of the present war, and the task could not be in better hands.

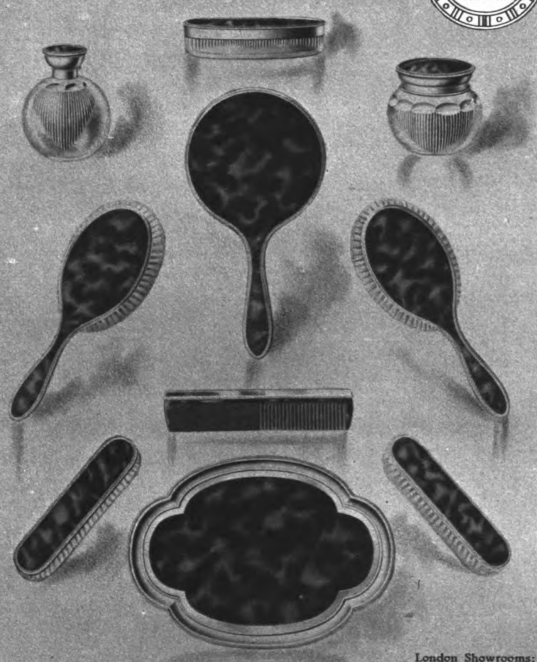


ON THE WESTERN FRONT: BIG BRITISH GUNS SHELLING THE ENEMY'S BACK AREA.—[*Official Photograph.*]

"My American Visit."

Sir Frederick Smith's "My American Visit" (Hutchinson) suffers from one manifest disability. It can reveal little or nothing about the real object of that visit, which was a diplomatic mission, and thus the ostensible occasion of the volume supplies it with no more than a title. Three additional reasons for the Attorney-General's journey have been scarcely more fruitful to him as an author. Various legal matters to be adjusted with his American colleagues by discussion were obviously ruled out. His speech at the Ohio Banquet in New York was duly delivered, but severely curtailed, we gather, through Colonel Roosevelt's, which preceded it, occupying an hour and a quarter instead of the stipulated thirty minutes—an incident, or perhaps we ought to say a contre-temps, which its victim here relates with the utmost good nature. And so, although his address to the New York Bar Association on "Law, War, and the Future" is printed in full—as its cogent examination of the League of Nations idea, in its legal aspect, entitles it to be—Sir Frederick Smith's Journal of this American Visit is as considerably lopped as would be the play of "Hamlet" with several parts besides the Prince of Denmark cut out.

Yet the Attorney-General does throw entertaining sidelights on two topics which he makes extremely interesting to us, as they clearly are to himself. One is America in war-time; the other, the author observing it. At first sight, especially if only the illustrations to the volume are observed, both appear in tremendously good picnic-form. But that is only because of the hospitality with which America at war entertained the representative of its chief Ally; and because, in order to overtake his duties of speech and silent diplomacy (of which he is not free to write), our representative had to do some prodigious travelling, in circumstances of being constantly entertained (of which, naturally, he had to write at length if there were to be any record at all). "We covered," he says, "nearly fifteen thousand miles in two months, and in that period I addressed forty-eight meetings—generally three, and once five, a day." There, in these figures, we have a measure of his energy, and of his joy in the expenditure of it, of which Sir Frederick gives us glimpses throughout.



Mappin & Webb LTD.

Tortoiseshell & Sterling Silver Toilet Service

THE Company has a unique selection of Toilet Services in Gold, Gold and Enamel, Sterling Silver, and Tortoiseshell, plain or handsomely inlaid.

A visit to inspect the stocks is cordially invited or a selection will be sent for approval at the Company's risk and expense.

A fully illustrated catalogue will be sent post free.

The illustration depicts a beautiful service in fine Tortoiseshell and Sterling Silver.

Hair Brush	£3 15 0	*Brush Tray*	£9 15 0
Hand Mirror	£5 5 0	*Comb*	£2 10 0
Hat Brush	£2 5 0	*Scent Bottle*	£2 10 0
Cloth Brush	£2 5 0	*Powder Jar*	£3 0 0
		Hairpin Box	£2 10 0

London Showrooms:

172, Regent St., W.1. 158-162, Oxford St., W.1. 2, Queen Victoria St., E.C.4.

Manufactory: The Royal Works, Sheffield.

Branches: PARIS. ROME. MONTREAL. BUENOS AIRES. RIO DE JANIERO.

As Fragrant as the Flower

There are 23 varieties of "Court Bouquet," each as fragrant as the name it bears. The Lavender, for instance, is delightfully true to nature and most refreshing in use. And so with every one of this charming series. "Court Bouquet" Complexion Soap affords a profuse and velvety lather, and remains usable and fragrant to the very last bit.

PRICE'S COURT BOUQUET COMPLEXION SOAP

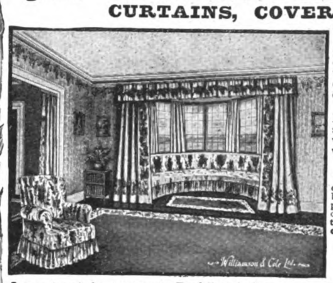
BATTERSEA, LONDON, S.W. 11.



The Home Beautiful

Telegrams: "Greatly London." Opposite Clapham Road Station. 7 minutes from Victoria by Elevated Electric Railway. Telephone: 1829.1830. Battersea.

ARTISTIC FURNISHINGS
CURTAINS, COVERS, CARPETS.



WILLIAMSON & COLE, Ltd., will forward, free of cost on application, to all furnishing or renovating their homes, a copy of the 1918 edition of "THE HOME BEAUTIFUL," a most up-to-date and unique book, fully illustrated in colour, containing window treatments and everything connected with the furnishing of the artistic home.

THE "ORMISTON" CHAIR.
Exceedingly comfortable, thoroughly well upholstered with spring edge, covered in plain lining, with loose cover of "ORMISTON" cretonne, 31 ins. wide, at 2/6½ per yard, as illustration,
£7 3s. 9d.

Cretonne can also be supplied in other interesting colours.



Interesting window treatment. For full particulars in colour write for "HOME BEAUTIFUL."

Resist Tropical Sun. **"Sunbluf"** UNFADABLE FABRICS Sea Air and Washing

"SUN-VEIN" COTTON, 31 ins. wide, from 1/4½ per yd.
"SUN-BRAE" TWILL, 50 ins. wide, from 3/6 per yard.
"SUN-WEAVE" COTTON, 50 ins. wide, from 3/11 per yard.
"SUN-CREAL" REP, 50 ins. wide, 3/11 per yard.
"SUN-SHEEN" CASEMENT CLOTH, 50 ins. wide, 4/3 per yard.
"SUN-DOYLE" TAFFETA, 50 ins. wide, from 5/9 per yard.
"SUN-BRIGHT" SATIN, 50 ins. wide, from 5/6 per yard.
EVERY LENGTH GUARANTEED.
PATTERNS POST FREE.
From Oxford Circus by Tube 22 minutes, or by 'Bus every few minutes.

Williamson & Cole Ltd
HIGH STREET, CLAPHAM, S.W. 4.



For Floor Coverings

"Ludgate Hill for Carpets"

TRELOAR'S

Specialists for 80 Years

Call and Inspect, or Write for Prices, Post Free.

68, 69, 70, LUDGATE HILL, LONDON, E.C. 4.

Delta

THERE is just one sure way of obtaining a pair of these buckle shoes, although they are in short supply this summer.

And that is to go to one of the shops, appointed in every district to sell Delta, and to ask for a pair to be kept out of its next delivery from Stafford. Do this because each shop although rationed receives its supplies of these shoes regularly on fixed dates.

It is worth while not only on account of their low price but also because these particular Delta, with their flexible pump soles, are so delightful to wear on hot sunny days.

They are made in three styles: (1) buckle as illustrated here, (2) cross bar or strap and (3) in lace, both Oxford and Derby.

Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
City Telephone
London Wall
6989



330—19/9
Agents everywhere

2009.

CHESS.

To CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

J C GARDNER (Toronto).—In your three-mover the key cuts off a valuable flight square, and the sequence after 1. B takes R is too poor. The short mate after B takes Q is also a blemish in such a position. Your two-mover is marked for insertion.

A E M (H.M.S. *Ullswater*).—We have answered your query through the post.

CORRECT SOLUTION OF PROBLEM No. 3783 received from J D Williams (Wood Green); of No. 3784 from R M Munro (Nantwich), J D Williams, E W A, Captain Challice (Great Yarmouth), J Isaacson (Liverpool), Rev. G Street (Telscombe), W Walker (A.J.F., France), and Jacob Verrall (Rodmell).

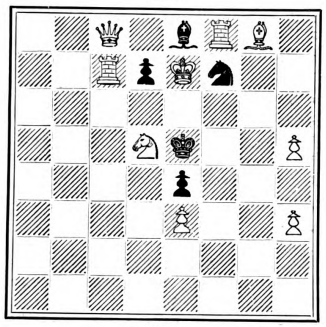
CORRECT SOLUTIONS OF PROBLEM No. 3785 received from C F Way (Emsworth), G Stillingfleet Johnson (Cobham), J Fowler, J C Stackhouse (Torquay), J G Forbes (Brighton), A H H (Bath), A W Hamilton-Gell (Exeter), C A P, M E Onslow (Bournemouth), R J Lonsdale (New Brighton), H Grasett-Baldwin (Farnham), J Smart, and M O Milbank (Norwich).

SOLUTION OF PROBLEM No. 3784.—BY J. W. ABBOTT.

WHITE	BLACK
1. R to B 5th	Q takes R
2. Kt takes P, etc.	1. R to B 7th is another way.

PROBLEM No. 3786.—BY J. PAUL TAYLOR.

BLACK.



WHITE.

White to play, and mate in two moves.

CHESS IN THE CITY.

Game played at the City of London Chess Club, between Messrs. G E WAINWRIGHT and H JACOBS.

(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. J.)
1. P to Q 4th	P to Q 4th
2. P to Q B 4th	B to B 4th
3. Kt to Q B 3rd	Kt to K B 3rd
4. Q to Kt 3rd	Kt to B 3rd
5. P takes P	K Kt takes P

An extraordinary mistake; he must have meant to play Q Kt takes P. It says much for Black's ingenuity that after so fatal a loss he prolonged the game for another forty moves.

6. Q takes Kt	Kt takes P
7. P to K 4th	Kt to B 7th (ch)
8. K to Q sq	B takes P
9. Q takes Q (ch)	R takes Q (ch)
10. B to Q 2nd	Kt takes R

The Rook is won at too great a price. If the Knight could have escaped, Black might have had a fair fighting chance, with Rook and two Pawns against Knight and Bishop, but White's combined pieces would almost certainly be too strong in the long run. Now Black has to give up two pieces for the Rook, and his game is lost.

11. Kt takes B	P to K 4th
12. K to B sq	P to K B 4th
13. Kt to Kt 3rd	P to K Kt 3rd
14. Kt to B 3rd	P to K 5th
15. Kt to Kt 5th	B to R 3rd
16. P to R 4th	K to K 2nd
17. B to Kt 4 (ch)	P to B 4th
18. B to B 3rd	

Wisely declining the offered Pawn, the capture of which might have enabled Black to extricate his imprisoned Knight.

WHITE (Mr. W.)	BLACK (Mr. J.)
18.	R to Q 5th

Again avoiding a clever effort to save the Knight at the expense of losing the exchange; for if B takes R, P takes B, and no move of White, except the loss of his King's Bishop, will prevent Black from playing R to Q B sq and Kt to B 7th.

19. B to K 2nd	K R to Q sq
20. K to Kt sq	Q R to Q 2nd
21. K takes Kt	P to Q R 3rd
22. P to R 4th	K to Q 3rd
23. B to R 5th	R to K sq
24. B to B 4th	K to B 3rd
25. B to B 3rd	P to Q Kt 4th
26. B to K 2nd	P to Kt 5th
27. B to B 6th	K to Kt 3rd
28. B to B 4th	R to K 7th
29. Kt to K 2nd	R to B 7th
30. P to Kt 3rd	R to K 7th
31. Kt takes R P	P to B 5th
32. Kt to Kt 5th	P to B 6th
33. P takes P	P takes P
34. Kt to B 4th	R takes P
35. Kt to Q 5 (ch)	K to K 2nd
36. Kt takes Kt P	

Black might as well resign. He obviously cannot take the Knight, as then Bishop checks, and wins the Rook.

36.	R to Q 7th
37. Kt takes P	R to B 7th
38. Kt to B 6 (ch)	K to Kt 3rd
39. Kt to K 5th	B to B 5th
40. R to Q sq	B takes Kt (ch)
41. Kt takes B	K to R 4th
42. B to Q 8th (ch)	And in a few more moves, Black surrenders.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND. { Twelve Months (including Christmas Number), £2 18s. 0d. Six Months, £1 8s. 2d.; or including Christmas Number, £1 10s. 7d. Three Months, 14s. 1d.; or including Christmas Number, 16s. 6d.

CANADA. { Twelve Months (including Christmas Number), £3 0s. 11d. Six Months, £1 9s. 3d.; or including Christmas Number, £1 11s. 8d. Three Months, 14s. 7d.; or including Christmas Number, 17s. 0d.

ELSEWHERE ABROAD. { Twelve Months (including Christmas Number), £3 5s. 3d. Six Months, £1 11s. 5d.; or including Christmas Number, £1 13s. 10d. Three Months, 15s. 9d.; or including Christmas Number, 18s. 2d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2



W.A.A.C.'S v. TOMMIES: A GAME OF BASKET-BALL.

The W.A.A.C.'s in France have responded to a suggestion that, in their spare time, they should assist in the work of helping the recovery of convalescent soldiers in hospitals in France by inviting them to take part in sports. Here they are playing basket-ball.—*[Official Photograph.]*

The picturesque realism and fine sense of colour in Sir John Lavery's drawings in the series "British Artists at the Front," Part II., will commend this fine record of the phase of the war of which it treats to innumerable admirers of the splendid deeds of our men at the Front and the devoted workers in our great ship-yards and elsewhere. Introductions by Mr. Robert Ross and Captain C. E. Montague add to the value of the publication, which, whether for its work of brush or pen, will add to the success of this fine pictorial record, which is issued from 20, Tavistock Street, W.C., or George Newnes, Ltd., Southampton Street, W.C., at five shillings per number.

URODONAL

Dissolves Uric Acid.

RHEUMATISM.
GOUT.
GRAVEL.
NEURALGIA.
SCIATICA.
ARTERIO-SCLEROSIS.
OBESITY.
ACIDITY.



Eliminates Urea.
Stimulates the Kidney Functions.
Expels Stones.
Prevents Gravel.

Recommended by Prof. Lancereaux, Late President of the Academy of Medicine, Paris, in his "Treatise on Gout."

MEDICAL OPINION.

"URODONAL is unrivalled as a preparatory treatment before 'mineral water cures'; for completing the beneficial effect of such a cure; and is even an excellent substitute for such 'cures,' when circumstances prevent a gouty subject from availing himself of the advantages of a sojourn in one of the renowned 'spas.'

"Moreover, a tablespoonful of URODONAL dissolved in a quart of plain, mineral or table water, yields an excellent beverage, which may be taken alone or diluted with wine, beer, or cider. There is not the least danger of intolerance, overtaxing the system or nausea, even after prolonged and almost continuous use of URODONAL."—*Dr. MOREL, Paris Medical Faculty, Late Physician to the Military, Naval and Colonial Hospitals.*



A course of URODONAL should be taken every month, viz.: one teaspoonful dissolved in half a tumbler of water thrice daily between meals.

Chronic sufferers from uric acid complaints should also take URODONAL as a table water, by dissolving one tablespoonful in a quart of water, and drinking the solution either pure, or diluted with wine, cider, whiskey, etc. This retards the recurrence of uric acid troubles, and is beneficial to general health. TRY IT!

URODONAL, prices 5s. & 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W. 1., from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

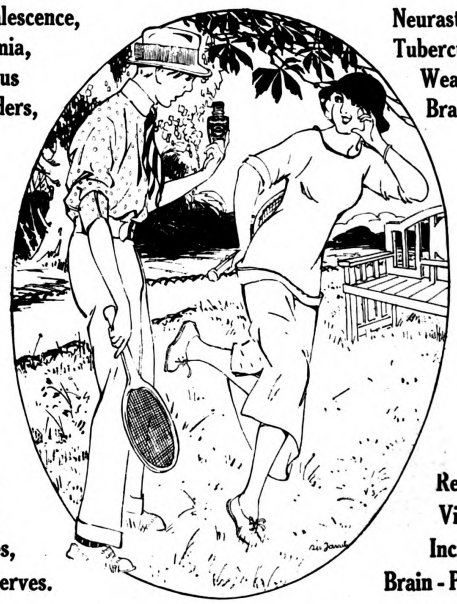
Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame, Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2-4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma, and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.

GLOBÉOL

The Ideal Tonic.

Convalescence, Anaemia, Nervous Disorders,

Neurasthenia, Tuberculosis, Weakness, Brain-Fag



Forms Blood, Muscles, and Nerves.

Restores Vitality, Increases Brain-Power.

GLOBÉOL is the pick-me-up *par excellence* for sportsmen and athletes. It tones up their system, gives them the necessary vigour, energy and vitality to undergo the strain of arduous physical exertion, while it also helps to overcome the fatigue that inevitably ensues after prolonged effort, either physical or mental.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

"The First Good"

Health, said the poet Herrick, was the first good lent to men. But the strenuous conditions of modern life make it imperative that every care should be taken of this first and greatest loan—to employ it to the best advantage. The use of 'BYNOGEN' is eminently calculated to effect this purpose.



Containing a suitable proportion of a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt, with milk-protein and organic phosphates, 'BYNOGEN' is distinguished from other nerve-foods by its agreeable flavour. It is a food adjunct that induces healthy sleep.

'Bynogen' Trade Mark
Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

ALLEN & HANBURYS Ltd.
Lombard Street, London, E.C. 3

Established in the City of London, A.D. 1715
B 50

Lovely Hand Bags



J·C VICKERY
177 to 183 REGENT ST. LONDON W.
Their Majesties' Jewellers, Silversmiths & Dressing Case Manufacturers

Send to-day for Catalogue of Useful Gifts, Post Free.

No. A 2174.—Lovely Solid Tortoiseshell and Silk Hand Bags, very finest quality.
£4 15s., £5 17s. 6d., £7 7s., £10 15s. 6d.



No. A 2170.—Very Charming Bag in Black or Mole Grey Real Antelope, with Marcassite and Silver Clasp, lined Grey, fitted Mirror and Powder-Puff. 7 × 7½ in., **£3 17s. 6d.** Black or Navy Moiré Silk, **£2 17s. 6d.**

Many other Beautiful and Exclusive Designs on view.



The All-British
ADAIR GANESH
PREPARATIONS

92, NEW BOND ST., LONDON, W.
'Phone—GERRARD 3782
5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6

Ganesh Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6

Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 3/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

ADVICE GRATIS. WRITE FOR FREE BOOK.



Feather Neckwear

THE wise woman fully realises the added charms that choice neckwear gives to the appearance, and she will be delighted with the large and varied display of these accessories shown at the Linen Hall. We illustrate a very stylish Ostrich Feather Necklet, No. 276, in colours, Champagne, Grey, White, Navy, or Black. The price is only **15/11**

We hold a large selection of Neckwear in Muslin and Georgette, also a large variety of Ladies' and Children's Hand-embroidered Collars and Cuffs. Illustrated Catalogue sent post free.

Robinson & Cleaver Ltd
THE LINEN HALL
REGENT STREET LONDON W. 1.

IDEAL SHOES

Suitable and distinctive for present wear, are contained in

F.H&W.S.

well-assorted stocks.

The "Viceroy."
Reg.



No smarter goods and no better values on the Market.

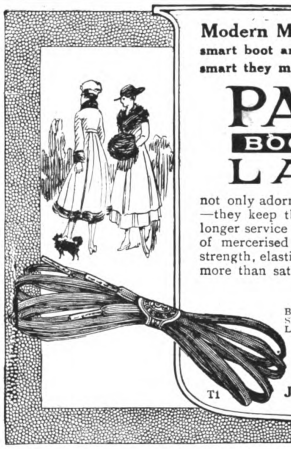
The "Miranda."
Reg.



Our own registered brands are true guarantees of Quality & Value.

To places where we have no branch, goods will be sent by post on receipt of order and remittance. Foreign remittances must include cost of postage.

FREEMAN, HARDY & WILLIS LTD
LEICESTER. Over 470 Branches in ENGLAND.



Modern Modes have given us the smart boot and shoe. But to look really smart they must be well laced.

PATON'S
BOOT & SHOE
LACES

not only adorn even the smartest of footwear—they keep their smart appearance and give longer service than any other lace. Hundreds of mercerised threads plaited together give strength, elasticity and wearing qualities which more than satisfy.

ALL BRITISH.

	per pair
Boot Laces for Ladies and Gents	3d. & 4d.
Shoe Laces (flat and tubular) do.	4d.
Leather Laces do.	6d. & 9d.

Your own boot dealer can supply you if you insist upon Paton's.

WM. PATON, LTD.,
Johnstone - - Scotland.

T1

Write oftener

By JOHN OXENHAM.

ONE of my padre friends at the front begs me to ask and ask and ask, and to keep on asking, all the folks at home to write and write and write, and to keep on writing, to their men out there. He says no one knows how the home letters are valued by them—no matter how simple they are.

Now, this is a matter in which every one of us can do our bit and help our friends out there to carry on to the bitter end—the bitter end which will be the beginning of brighter times for all the world.

He says he censors thousands of letters, and nearly every one of them plaintively asks, "Why don't you write oftener?"

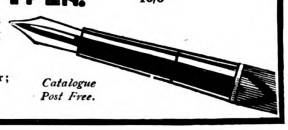
Extract from an article which appeared in "Lloyd's."

SOLD BY STATIONERS AND JEWELLERS.

THE "SWAN" FOUNTPEN.

AT PRE-WAR PRICES, FROM **10/6**

The "Swan" Fountpen is the best means of filling this big need.



MABIE, TODD & CO., Ltd., London; Manchester; Paris, Zurich, Sydney Toronto, &c.
Association House—New York and Chicago.

Catalogue Post Free.



When Baby is Teething

TEETHING is a worry to many mothers. The first group should appear between the sixth and eighth month. Delay is often a sign of backwardness in general nutrition and development. Attention to principles of feeding and health is imperative. Give Baby something hard to bite. The 'Allenburys' Rusks were introduced for this purpose; when eaten dry they mechanically aid the cutting of teeth

Babies reared on the 'Allenburys' Foods Nos. 1, 2, 3 and Rusks thrive steadily from infancy to robust and healthy childhood.

The **Allenburys Foods**

Develop sound teeth, firm flesh and strong bones.

Allen & Hanburys Ltd., London.



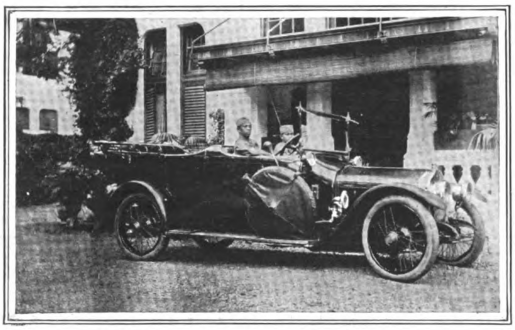
456

THE CHRONICLE OF THE CAR.

Light Cars After the War.

Before the war the light car of about 10-h.p., selling at about £200, had become a very popular type. It was a far more satisfactory passenger-vehicle than the combination of motor-cycle and side-car, and cost very little more to run, since it was light on tyres, while its petrol-consumption of thirty or more miles to the gallon was not at all excessive in comparison with the motor-cycle combination. Nowadays its popularity is even greater, and one is asked to pay £320, or even more, for a second-hand vehicle of the type, provided it is in reasonably good condition. Of course, the shortage of petrol accounts for the inflation of prices, because it is obvious that the fuel economy of the small vehicle is a boon to those whose supplies have been restricted almost to vanishing point under the multitudinous Orders issued by the Petroleum Executive.

It is a question, however, if this popularity is likely to continue in the face of the competition from somewhat larger types when once the war is over and motorists get back to something approaching normal conditions. It goes almost without saying that, supposing these small cars to be produced under the same conditions as ruled before the war, it will be impossible for their constructors to turn them out at the pre-war prices, in view of the increased costs of labour and material. The only way in which the price could be kept at the old level would be by the adoption of American methods of quantity production, and whether those methods are likely to obtain in British light-car factories I do not know. Unless they are adopted, and selling costs not only kept down to pre-war level, but actually reduced below them, I am afraid the type will suffer severely from the competition of the cheaper American cars. Take, for instance, the new Overland which I described some time ago in this column. I am now informed that this car will probably be sold here at about £175, including the import duty, supposing the latter to be continued. Now this is inclusive of an electric engine-starter and lighting set, and the car will be complete in every essential for the road; so, on the face of things, it looks as though the British 10-h.p. model at £75 or more in excess of this price will find it difficult to hold its own in competition with the higher-powered and cheaper American.



A UBIQUITOUS CAR: A WOLSELEY IN BATAVIA.

Our photograph shows a 16-20-h.p. Wolseley car in Batavia, the capital of the Dutch East Indies, a picturesque old town called "The Queen of the East."

Again, there seems to be more than a probability that America will send us numbers of cars equipped with air-cooled engines, of which the Franklin is a good example. What these will sell at I do not, of course, know yet; but it is quite certain the figure will be well below that of the British "light" car, unless, as I say, the latter is produced in quantities like its American competitor. It will not do for the British manufacturer to think that he can retain his market under the old conditions. If he wants to keep the business he will have to rearrange all his methods of production and make his vehicle a really competitive proposition, because the day has long gone by when the motoring public disbelieved in the American car. As a matter of fact, the low-priced American vehicle is excellent value for money now, whatever it may have been ten years ago; and the purchaser will, as a general rule, buy where he gets the best value for his outlay. Therefore, unless we can produce something that is at least as good value as—preferably better than—the cars with which America is planning to invade the British market after the war, I am afraid the light-car business will slump rather badly. That can easily be done; but it is entirely a case of scientific methods of production in large quantities.



THE BENEFICENT SIDE: A DELICATE OPERATION.

In our photograph is seen a nurse, in the men's surgery at the B.S.A. works, Birmingham, removing a small splinter of steel from the eye of one of the workmen, of whose well-being every care is taken.

Motoring Propaganda.

The Motor Trade Association has just issued a booklet, entitled "A Protest in Defence of Motoring, Motorists, and the Motor Industry." It sets forth the whole case for a reconsideration of existing motor legislation, with a well-reasoned protest against the differential treatment imposed upon the motoring community under the guise of war restrictions. It seems to me that this is a well-timed piece of propaganda, for the reason that, while no one is prepared seriously to contest the necessity for restricting motoring during the present time of crisis, it is undoubtedly essential that the whole of the motoring interests should be prepared with plans for securing the removal of the disabilities as soon as peace comes again. Unless those disabilities are removed at the earliest possible moment, it is absolutely certain that the future outlook for the industry in general, and the automobile movement as a whole, will be a poor one indeed. W. W.



Buick



The Buick *conserves* a greater amount of power than any other type of motor.

THIS is because the Buick is built upon the Overhead Valve System—the method by which from 15% to 20% more power is extracted from every gallon of petrol. You cannot buy a more economical car—power considered—than the Buick, and you cannot invest your money in any make which will render you more satisfactory and enduring service.

There's no obligation incurred by sending for particulars of the latest models, and by putting your name on our list for the earliest post-war deliveries.

GENERAL MOTORS (Europe), LIMITED,
136, Long Acre, London, W.C. 2
Telephone—Gerrard 9626. *Telegrams*—Buickgen, London.

Overland

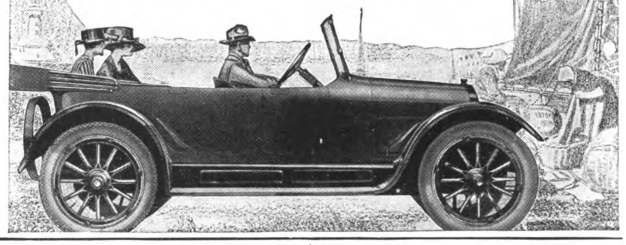
Half-a-Million.

When you buy an Overland Car yours will be only one of half-a-million that have gone into service in all parts of the world, but it will be a satisfaction to you to know that because of the other 499,999 your own car will have certain advantages in the way of price and value which would not have been possible but for this vast output.

The popularity of the Overland Car is due to five special advantages — APPEARANCE, PERFORMANCE, COMFORT, SERVICE, and PRICE. All these essentials of an ideal motor-car are distinct Overland advantages.

We are booking orders now to insure early delivery after the war.

Willys-Overland, Ltd
151-153 Great Portland Street London W.
Telephone . . . . . Mayfair 6700
Telegrams . . . . . Wilovelon, London



ROBINSON & CLEAVER'S
IRISH LINEN
Handkerchiefs,
Table - Linen,
House - Linen,
Shirts, Collars,
AT MAKERS PRICES
Write for samples and Price List, sent post free.
Robinson & Cleaver
LONDON 40D, Donegall Place BELFAST LIVERPOOL

Austin Points about CARS

No. 7.—DURABILITY.

YOUR car has perhaps been running for some years, day in and day out in all weathers, over rough roads and up steep inclines. How has it stood the test? Is the engine still running smoothly, and is there an absence of that distracting rattle when travelling at even a moderate speed?

If you can answer these questions affirmatively—it means satisfaction. Many owners can add—"of course! Mine 's an Austin."

May we not add your name to our Priority List?

THE AUSTIN MOTOR Co., Ld.,
WORKS - Northfield, BIRMINGHAM.
LONDON, MANCHESTER, NORWICH & PARIS.

SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
P&OSP PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET Co
18 MOORGATE STREET LONDON E.C.

Rowland's Kalydor

Cools and **Refreshes** the **Face, Hands,** and **Arms** of Ladies and all exposed to the
HOT SUN AND DUST.
Prevents and removes **Freckles,** Tan, **Sunburn,** Redness, and **Roughness** of the **Skin,** cures and heals all Cutaneous Eruptions, Prickly Heat, &c. Produces
SOFT FAIR SKIN
and a lovely delicate complexion; it imparts natural **Whiteness** to the **Skin,** unobtainable by any other means. Sold in 2/6 and 5/- bottles by stores, chemists, and
ROWLANDS, 67, Hatton Garden, London

PROTECT YOUR WRIST WATCH
WITH A
WRIST WATCH "Mesh-Guard"
PAT. NO. 105694
BRITISH MADE.
NEAT—ORNAMENTAL—SIMPLE—STRONG
ABSOLUTE PROTECTION.
INSIST ON THE
WRIST WATCH "Mesh-Guard"
PAT. NO. 105694





IN THE LITTLE ENVELOPE SHOWING OFFICER'S CUFF TRADE MARK.
HEAVILY SILVER-PLATED ON HIGH GRADE NICKEL SILVER. 1/-
ROLLED GOLD OR H. M. SILVER. 2/6
If unable to obtain, write to the Mesh-Guard, No. 45 Dept., Diamond House, Hatton Garden, London, E.C. 1

SIR JOHN BENNETT, LTD.,
£3 : 0 : 0 IN STRONG SILVER CASE



ACCURATE RELIABLE
The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.
£3 : 0 : 0
A large selection of other varieties from
£2 to £6
WATCHES, CLOCKS, & JEWELLERY of every description.
ILLUSTRATED CATALOGUE POST FREE.
SIR JOHN BENNETT, LTD.,
65, Cheapside & 105, Regent Street, London.

HIMROD'S ASTHMA CURE
"It Worked Like a Charm"
writes a clergyman who had suffered from Asthmatic affection for fifty years.
At all chemists 4/3 a tin.

THE PLAYHOUSES.

"FAIR AND WARMER." AT THE PRINCE OF WALES'S.

THE farce-writer has his privileges, and among them is the immunity with which he can present situations which would shock in actual life. A woman overcome by alcohol, and met at close quarters, is a revolting sight; but on the stage in the fantastic atmosphere of farce, she can be made a source of legitimate enough merriment. At any rate, she is made so in Mr. Avery Hopwood's rather naughtily entitled piece, "Fair and Warmer," thanks largely to the tact and charm of her interpreter, Miss Fay Compton. You are to suppose that the heroine, and another woman's husband, hitherto total abstainers, mix themselves a cocktail made up of the most varied and potent liquors, and are instantly overpowered by its action; so much so that the man, ordinarily bloodless, becomes a tornado of passion. Mr. David Miller, with his dry American manner, is excellent in this scene; and the quartet of chief interpreters is made up by Miss Margaret Halstan and Mr. Ronald Squire, both of them artists with a sense of humour.

"TABS," AT THE VAUDEVILLE.

In the opening scene of the Vaudeville's new entertainment, doctors meet to consider the sad case of revue, and to extemporise a method for stopping its decline; but there is one sort of revue which can be counted on to thrive, and will always have a vogue; and that is the cosy, intimate, clever sort of revue Mr. Harry Grattan affects for this little theatre. They are not smothered by spectacle; they hit folly as it flies in rapidly dissolving scenes; they are a running comment with the aid of bright music and little moments of burlesque on the topics of the hour. "Tabs," in particular, justifies its name of revue. With the ingenious Liverpool playwright, Mr. Ronald Jeans, collaborating with him, Mr. Grattan has put together a thread of amusing scenes, agreeably brief and pointed, which poke fun at politics, domestic life, and our theatrical amusements. Perhaps the happiest item of all is a ten-minutes' turn in which every feature of the old-fashioned music-hall show is crammed in and delightfully parodied. Messrs. Ivor Novello and Guy le Feuvre furnish the sufficiently ear-tickling melodies; Mr. Guy le Feuvre, again, and Messrs. Hal Bert and Alfred Austin are among the most sprightly of the male performers; and Miss Beatrice Lillie, Miss Margaret Campbell, and Miss Ethel Baird are another trio who make the best of their chances.

"VERY GOOD EDDIE," AT THE PALACE.

It is musical comedy of the conventional pattern that the Palace has to show in "Very Good Eddie"; and the performers have far more to do with making it vivacious than its authors, presumably American. Its chief character is a meek little man, bridegroom of a termagant, who starts his honeymoon by losing her, and being obliged to make a steamboat journey along with the young bride of an imposing friend. Mr. Nelson Keys plays the part, and on him falls the burden of the acting; he works like a Trojan, and has one piquant burst of truculence that is worth going far to see and hear. It is when in what might seem to be a tight corner, with his overpowering wife and his grim friend bearing down on him, the worm turns, and counter-attacks with such force that both are put to the rout. Mr. Keys' chief supporters are Mr. Ralph Lynn, in a new kind of rôle, that of a pushing hotel clerk; Mr. Stanley Turnbull, Miss Nellie Briercliffe, and—with, alas! all too little to do—Miss Madge Saunders. The music of Mr. Jerome Kerr serves well enough.

"VIOLETTE," AT THE LYRIC.

So tuneful and merry an entertainment as the new comic opera, "Violette," and its interpreters at the Lyric provide would be welcome at any time. Only old-fashioned purists will complain that, while Mr. Norman Shee's story carries us to an imaginary and picturesque kingdom—Celaria its name—flourishing a century ago—the jokes of the comedians turn on topics which are very much those of present war days; indeed, to connoisseurs of this sort of piece, such anachronisms as the burlesque Chancellor's regret that his age is fifty and not fifty-one, and the attempt to bribe a gorgeously uniformed sentry with the gift of meat-coupons, make some of the best of the fun. Mr. George Parrett proves the drollest of Chancellors; and only less happy is Mr. William Cromwell, cast for the part of a senile Count. The score, which is the work of Mr. John Ansell, is full of bright melody. Miss Violet Essex sings and acts with much spirit. Miss Amy Augarde, Miss Beatrice Hunt, and Mr. Leslie Stiles also get their chances.



Vitafer
The All-British Tonic Food

Contains 5 times as much protein as best beef steak!

Owing to the shortage of meat, everybody is assimilating less protein and feeling the effects.

Vitafer is a rich storehouse of protein in its most easily digested form. Men, women, and children should take it and keep fully fit in these days of stress and strain.

Doctors recommend Vitafer.

"I have been losing weight so much lately that for practically the first time in my life I consulted a doctor, and have tried several of the Nerve Foods on the market. All I can say is that I consider your Vitafer the best."

There is no worker—mental or manual—who does not at times feel the exhaustion of nervous energy consequent upon overwork, worry, etc. This is intensified by the present shortage of meat. There is no worker—man or woman—who takes a periodical course of Vitafer who is not quickly better in health.

Sold by all Chemists in **1/6** and **2/6** tins; larger sizes **4/6** & **7/6** No substitute is as good. Test sample can be obtained by mentioning this paper and sending 2d. in stamps to the Sole Manufacturers:
SOUTHALL BROS. & BARCLAY, LTD., Lower Priory, BIRMINGHAM.

SEEGEROL
FOR GREY OR FADED HAIR
"You simply comb it thro'"



Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, **2/6** the flask. Of all Chemists, Stores or Hairdressers, or direct from—
SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.

Clear Skin, Bright Eyes, the Liver active and well

You will feel young and full of vigour if you take **Carter's Little Liver Pills.** Keep them on your dressing table and take a dose the moment you begin to need a liver and bowel regulator.

Don't wait for dizzy, bilious headaches, disordered stomach or sallow, blotchy skin to trouble you. Be well all the time!

Children take them without fuss.

Carter's Little Liver Pills



Small Pill, Small Dose, Small Price.

GENUINE must bear signature

Brent Good



The Friend of the Housewife

KEATING'S KILLS EVERY BEETLE
coming into proper contact with it—A FACT
Tins 1d., 3d., 6d., 1/-

MAZDA
BRITISH MADE IN RUGBY ENGLAND
DRAWN WIRE
ELECTRIC LAMPS
will save you a lot of money, while giving you a lot of light
All Dealers sell them



BEWARE OF Umbrellas made on Foreign Frames
THE VITAL POINT in an UMBRELLA is THE FRAMEWORK
INSIST ON HAVING
FOX'S FRAMES
for UMBRELLAS & SUNSHADES
ENTIRELY BRITISH MADE.
LOOK FOR THESE MARKS
S. FOX & Co LIMITED
PARAGON
ON THE FRAME.
Purchase BRITISH Goods and Refuse all Substitutes



Manfield
A name seen only on good boots.
Factory - - Northampton.
Branches - - throughout - - London & U.K.
Manfield & SONS

For cleaning Silver, Electro Plate &c.
Goddard's Plate Powder
Sold everywhere 6d. 1/- 2/6 & 4/6.

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS
Sketches and Designs for all purposes.

LLOYD'S EUXESIS
IN TUBES, 1s. 6d. & 3s. each
THE ORIGINAL
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP WATER OR BRUSH.
Put a Tube in your Kit Bag
The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK
We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory
From all Chemists, Hairdressers, &c.
Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.
LONDON & COUNTY A1 SOAPS

MILLIONS OF PEOPLE
FLORILINE FOR THE TEETH.
have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.
Also put up in Powder form.
Absolutely BRITISH. Why not give it a trial?

GONG SOUPS
While so many articles of food have risen in price, Gong Soups are still sold at the original price of 2d. per packet, each making three portions of delicious nourishing soup.



RELIEF FOR ALL.
BROWN'S BRONCHIAL TROCHES.
Why not try these TROCHES for your fidgety cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

LASCELLES & Co.,
LIMITED,
Fine-Art Photo-Mechanical Etchers and Engravers
IN LINE, HALF-TONE,
THREE-COLOUR, & PHOTOGRAVURE.
27, FLORAL ST., COVENT GARDEN, LONDON, W.C. 2
Telephone: 1030 Regent. Telegrams: "Lasciata, London."

Foster Clark's
The Creamiest Custard
Cream Custard

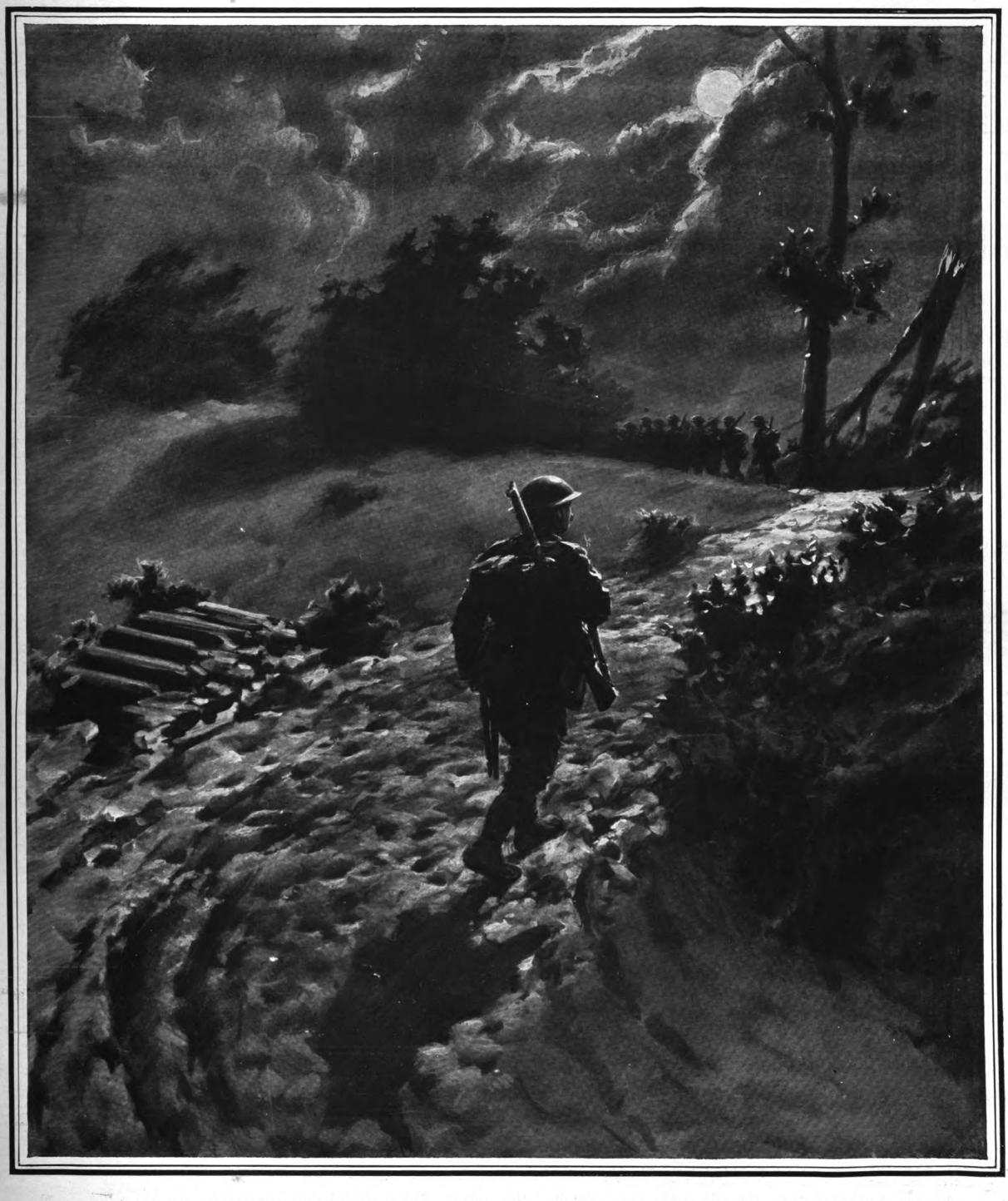
LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2.—SATURDAY, MAY 25, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4128.—VOL. CLII. SATURDAY, JUNE 1, 1918. ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE CONNECTING FILE: LINKING DETACHMENTS GOING UP TO THE LINE AT NIGHT, ON THE WESTERN FRONT.

It is impossible at the Front for reinforcing or relieving troops to move with safety over the open during the day in localities within view, or range, of enemy fire. For that reason, everywhere in rear of the firing-line communication-trenches, movements of bodies of troops usually take place after dark. To obviate the possibility of detachments or columns of troops on the move getting separated, or taking a wrong turn on a road, or missing their way, connecting files follow each group in rear of the parties, men being sent out to link one to the next, and so on. Each connecting file keeps his own party in sight, and those following similarly keep the connecting file in sight all the time. A forward party, to whom the man seen here is its connecting file, is visible ahead in the half-dark, against the glare of exploding shells in front, passing through a hedge.

DRAWN BY S. BEGG. COPYRIGHTED IN THE UNITED STATES AND CANADA.

AT THE FRONT AND AT HOME: BRITISH AND FRENC

PHOTOGRAPHS BRITISH AND AUST



ON THE BRITISH FRONT: A MACHINE-GUN POSITION THAT IS HOLDING THE GERMANS.



A GREAT DEPOT FOR SALVAGE FROM THE FRONT: WOMEN AT A DUMP A TRAIN ALONGSIDE.



"JOCKS" IN ACTION: SCOTTISH SOLDIERS IN A SHELL-SHATTERED VILLAGE.



ALLIES INDEED: FRENCH TROOPS ON THEIR WAY TO FIGHT BESIDE THE BRITISH.



THE ACCOLADE AT AN OPEN-AIR INVESTITURE: HIS MAJESTY KNIGHTING LIEUT.-GENERAL ALEXANDER COBBE, V.C., AT BUCKINGHAM PALACE.



SILVER STARS FOR "1914" SPECIAL CONSTAB FROM RIGHT) SHAKING HANDS

Most of these photographs are self-explanatory, but a few further notes may be given in some cases. The second and third at the top were taken at a great salvage depôt where thousands of tons of valuable articles brought home from the Front are sorted and repacked to go to various parts of the country to be made into new material. The large staff consists mostly of women and girls. The salvage includes shell-cases, equipment, packing tins and many other things.—On May 25 the King held the first open-air Investiture of the season at Buckingham Palace. Among others his Majesty knighted Lieut.-General Alexander Cobbe, V.C., who was made a K.C.B.—On Sunday, May 26, 5693 members of the Metropolitan

TROOPS; WOMEN'S WORK; "SPECIALS"; AN INVESTITURE.

SPECIAL ALFIERI, AND ILLUSTRATIONS BUREAU.



WOMEN LOADING RAILWAY WAGONS: A DEPOT FOR SALVAGE FROM THE FRONT.



READY FOR THE ENEMY: A STREET BARRICADE IN A TOWN NEAR THE BRITISH FRONT.



A CANAL ON THE BRITISH FRONT: WIRING FALLEN TREES; A PARTY CROSSING A FOOT-BRIDGE.



IN ACTION AMID THE RUINS OF A SHELL-SHATTERED VILLAGE: SCOTTISH SOLDIERS.



LONEL SIR EDWARD WARD (SECOND SPECTOR ERNEST WILD, K.C.



A "PROCESSION OF INTERCESSION IN HONOUR OF OUR LADY OF LOURDES ON BEHALF OF ALL OUR FIGHTING FORCES": CARDINAL BOURNE AT WESTMINSTER CATHEDRAL.

Special Constabulary who joined in 1914 and have since done continuous service received silver stars, one for tunic and one for overcoat. Their Chief, Colonel Sir Edward Ward, presented the stars, at four parades held respectively in Regent's Park, Victoria Park, Battersea Park, and on Wimbledon Common. Our photograph was taken in Regent's Park, and shows Sir Edward Ward presenting stars to officers of the H.Q.C.D. (Headquarters Central Detachment). On his right is Commander St. John Fox, of the H.Q.C.D. Second from the left in the group is Lord Claud Hamilton, who is Commandant of the H.Q.C.D.

MASTERING THE SUBMARINE.

By ARCHIBALD HURD.

SOME day a candid book may appear in Berlin entitled "Germany's Blunders in the Great War." There are still people who speak of the German Staff system with bated breath. The day will come when they will wonder at their being so misled, for Germany will confront the world as a blundering muddler.

Take the case of the intensified submarine campaign. On Feb. 1, 1917, a confidential circular was issued to the German newspapers stating that this newly developed type of war-ship, employed without respect for law or humanity, "offered the best and only means of a speedy victorious ending of the war." At the Foreign Office in Berlin, Mr. Gerard, the United States Ambassador, was told that three, or at most four, months of piracy would bring the British Empire to the dust, a "German peace" being proclaimed before an admiring, awe-struck world. Marshal von Hindenburg sent a message to the German troops on the Western Front that they must hold fast while the submarine won the war. Now, after an interval not merely of four months, but of four times that period, the Germans know the *coup* has failed. What is the position to-day? The Prime Minister has exposed it in a sentence: "The submarine is still a menace—it is no longer a peril. A means of inflicting injury, a means of absorbing energies which might be better devoted to other purposes, a means of restricting our power of transport—but, as a danger which could cause the winning or losing of the war, you can rule out the submarin." In the light of that statement it may now be confessed that the Germans caught the British and Allied Navies unprepared; no seaman had ever thought it possible that the submarine, unable to offer accommodation to crews or passengers, would be employed in attacking unarmed and frail merchant-ships. It was a policy of murder.

When the felon's blow was struck, our seamen were confronted with a new problem. How could they combat piracy pursued by vessels which at will could disappear beneath the water? How could they simultaneously deal with the pests in such enormous areas—the North Sea, the Irish Channel, the English Channel, the Mediterranean, and the Atlantic. Something more than heroic courage was required: hundreds of small craft of diverse kinds, a score or so of ingenious mechanical appliances—such as nets, smoke-making apparatus, and depth-charges—were needed in enormous volume, as well as guns for merchant-ships and tens of thousands of mines. While a good many people were asking, "What is the Navy doing?" groups of experienced officers and a great army of workmen were busy laying the foundations of victory.

The veil has been lifted somewhat during the past few weeks, and the country has learnt something of mine-fields and barrages, the system of convoy, and the activities of patrol-ships and aircraft, and the initiative and resource of merchant seamen. And now the Admiralty is able to claim that "in the month of April there was a record destruction of enemy submarines." The world is now producing ships faster than the Germans are sinking them. It may be that in April the Navy had more than the usual amount of luck; but in any event, though the Germans have been building and sending to sea more submarines than ever before, the loss of Allied shipping is declining and the loss of U-boats is increasing. The time is not far distant when the triumph over piracy will be complete. The cheering news of the U-boats' failure comes on the eve of the second anniversary of the Battle of Jutland, when, according to the Kaiser, "the nimbus of British world supremacy disappeared."

THE MEANING OF "HERE'S A HO."

By E. B. OSBORN.

LONDON to-day is manifestly the capital of Anglo-Saxondom; thither come all the subjects of King Shakespeare, who have taken up arms in the cause of civilisation, and thence they depart, silently and invisibly, each man to his own front. The Strand, for example, which has always been the most inclusive of our streets, is now at high noon an epitome not only of the Empire, but also of the great Republic. It is there that I fall in with the men of the Far West—

Lords of the wilderness, Lords of the brute,
Lords of the Indian, Lords of themselves,

with whom the offer of a "horn" (*i.e.*, a dram) and the utterance of the salutation in drinking: "Well, here 's a ho!" are passports to an instantaneous intimacy. It is good to hear their comments on little old London; but, better still, to exchange memories of the long warfare against the strong and subtle powers of the wilderness in which I, too, have played my part long ago.

"Here 's a ho!" the curious phrase uttered by every true Westerner before gulping down his touch of usquebaugh (he never sips it) is generally supposed to be a reference to the opening words of Isaiah lv. It is really, as shall be shown, a reminiscence of the great hunting parties which used to set out from Red River every summer in the far-off days when the Hudson's Bay Company ruled the West, and the northern herd of bison, a much greater host than that which roamed Texas, was estimated at 4,000,000 head. Most of the hunters of the plains were farmers in a small way; so that a start was not possible until after seeding.

The last evening in camp was a time of revelry; all the Red River settlers who did not intend to make the hunt would come down to help on the harmless fun. The rollicking strains of the "Red River Jig" (which can only be danced in moccasins) would be heard, and the hunters would not stop dancing till the sun was under their feet, and the watchfires but heaps of grey crumbling ashes. At sunrise the roll would be called, and immediately afterwards, at a meeting of the chief hunters, a leader and his staff, captains, guides, and a crier appointed. From that time on, a measure of military discipline was maintained; a properly guarded camp was set every night, the carts being drawn up in a close circle and the tents pitched inside in double and treble rows. If danger from "wicked" Indians was anticipated, the oxen and horses were tethered inside the corral, and the men slept with their guns loaded. All offences against discipline were duly punished, the crier proclaiming the sentence of the court, and also executing it.

Long before the bison were sighted, they could be *heard* by the experienced hunter. You had but to put your ear to a badger's hole (an old-timer told me) to hear the rumbling noise of the bulls roaring or the muted thunder of a stampede. Next day, perhaps, a long, low streak of dun-coloured cloud would be seen on the high Western rim of the horizon, and at sunset it would resolve itself into a vast herd of earth-shaking beasts, all moving at the same slow pace and grazing as they passed along. A night alarm would not be risked, for it might have caused the herd to stampede for fifty miles or more. But early next morning the hunters would be made to fall into line, and the crier ordered to cry the "ho!" which was the signal for a general attack. There you have the meaning of "Here 's a ho!" Nothing is left of the northern herd save time-bleached white bones here and there in corners of the bush and green ambuscades of the unfenced prairies. But the Western folk keep the old hunting words—and also the instinct of open-air discipline which enabled them to conquer the wilderness and makes them to-day a terror to the German barbarians.

YOUTH IN THE AIR FORCE.

By C. G. GREY, *Editor of "The Aeroplane."*

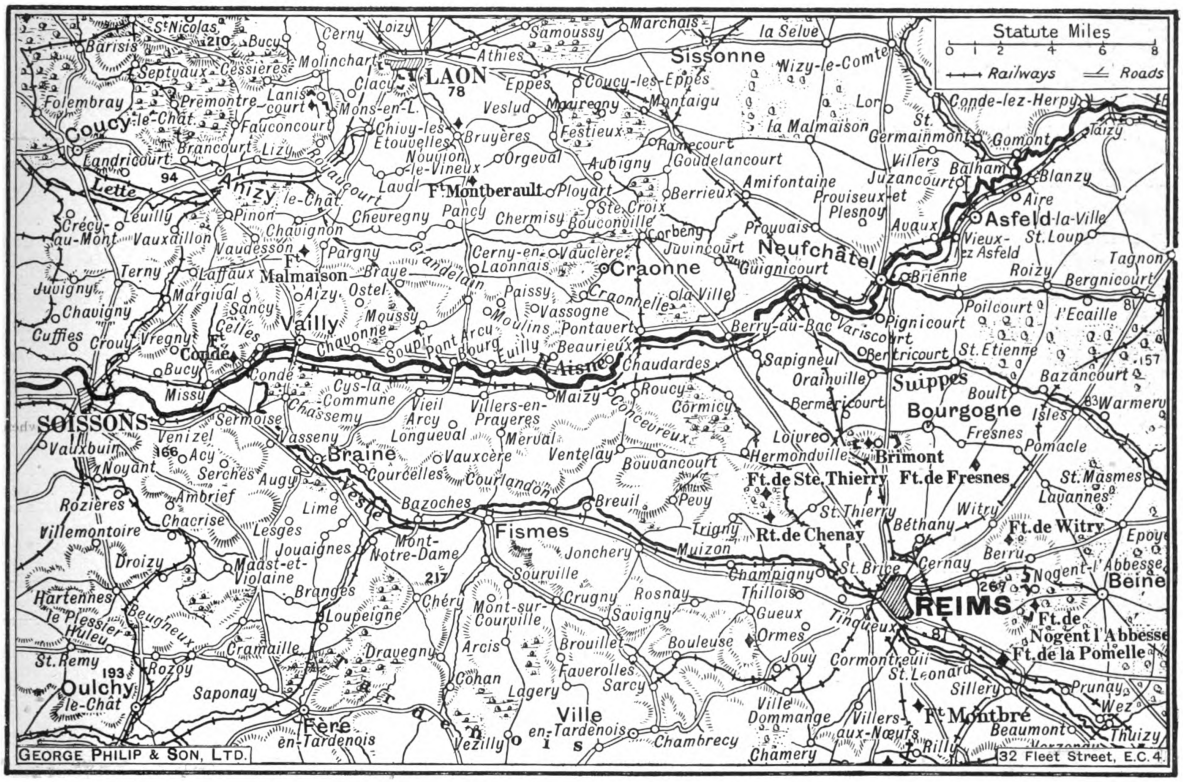
TAKING it all round, the Royal Air Force is essentially the Service for the youthful. The science of aerodynamics, the art of flying, and the combined art and science of air war are all so young that age has no initial advantage over youth as it has in other branches of war.

Military science and mechanical engineering are, perhaps, the two oldest exact sciences and professional occupations in the world; so the trained mind which has spent long years in acquiring the accumulated knowledge of centuries has obvious advantages over even the most gifted youth. The history of war shows that, though great victories may have been won by the inspiration of youthful leaders — for example, Alexander, Condé, or Napoleon—the detail, organisation, and the training which enabled them to be won were carried out by elderly men. We have no precise record of Alexander's generals, but we know that Napoleon's greatest marshals were trained in the old military schools before the French Revolution, and that to-day the successful French and German generals, not to mention our own greatest Army commanders, are, as a rule, nearer sixty years of age than fifty. There are in all armies brilliant young generals of the lower grades, but for the higher commands the encyclopædic learning which can only be acquired with age is essential. In air war things are somewhat otherwise. The operations of aircraft being auxiliary and ancillary to those of the Army, major operations are directed by the Army Command; and air tactics, being entirely new, can be left to their more or less youthful exponents in the air forces of the respective belligerent countries.

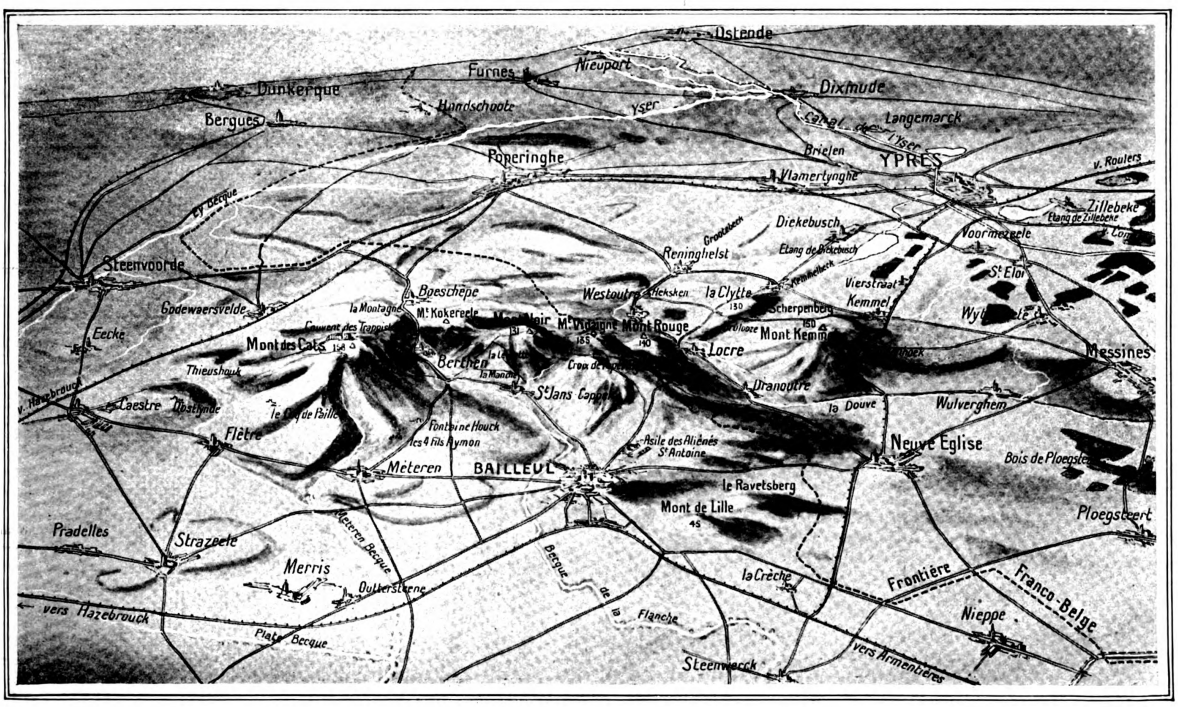
Actual air-fighting is obviously a young man's job, hence the rule in the Royal Air Force that pilots must be between the ages of eighteen and thirty. A man may retain all his nerve after the age of thirty, but few retain the quickness of hand and eye necessary to the fighting aviator. There are notable exceptions, but such men are hard to find. Consequently, the average age throughout the R.A.F. is probably nearer to twenty than thirty, even including the highest ranks. It is only reasonable, therefore, that commanding officers, even those who do not fly against the enemy, should themselves be young men. Just as the prefects in a public school maintain discipline and decide the tone of the school to a greater extent than do the house or form masters, so the young commanding officers of so juvenile a force are able to keep a grip on their youthful charges better than very much older officers might do, being, as they are, more closely in touch with their ideas and more in sympathy with their troubles. One has read recently of a Brigadier-General aged twenty-seven being appointed to command an R.A.F. Cadet Brigade. Such an appointment seems eminently fitting in a force where many Majors are under twenty-five and few Lieutenant-Colonels are over thirty. There are Brigade Commanders of the R.A.F. in the field who are little, if at all, over thirty; and the General Officer Commanding R.A.F. in France is only thirty-six. The Chief of the Air Staff, Major-General Sykes, is barely forty. Major-General Sir Hugh Trenchard, who built up the whole Royal Flying Corps during the war, and has recently been appointed to a highly important air command in France, is but forty-five, yet he is recognised already as one of the greatest soldiers of the war.

Decidedly the Air Force to-day is the happy hunting-ground of youth. In years to come, as knowledge of aeronautics and of air war accumulates, and the mass becomes too great for young minds to acquire, the elderly student may come into his own again; but in this war, at any rate, youth will be served, even in the higher ranks.

TWO FRONTS ATTACKED: LOCALITIES OF THE NEW GERMAN OFFENSIVE.

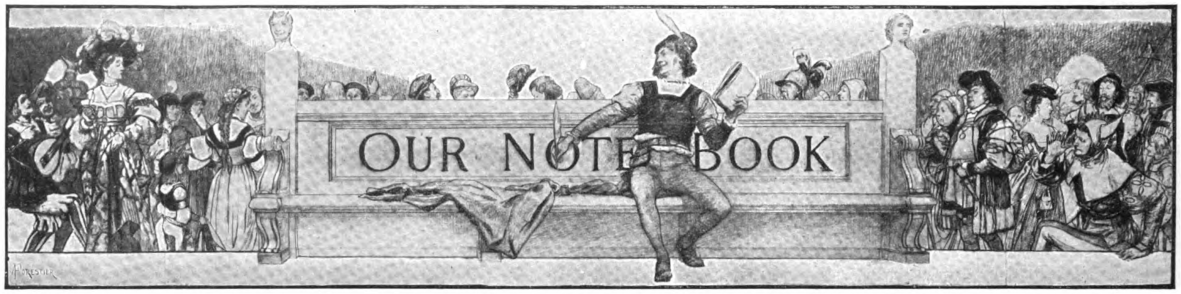


"STRONG HOSTILE ATTACKS . . . DEVELOPED BETWEEN RHEIMS AND SOISSONS": A MAP OF THE SCENE OF A NEW GERMAN ATTACK.



"AND AGAINST THE FRENCH TROOPS BETWEEN LOCRE AND VOORMEZEELE": A PANORAMIC VIEW INCLUDING THAT DISTRICT.

An official despatch from British Headquarters in France on May 27 stated: "Strong hostile attacks, preceded by bombardment of great intensity, developed early this morning, on wide fronts, against the British and French troops in line between Rheims and Soissons, and against the French troops between Locre and Voormezeele. There was considerable hostile artillery activity yesterday and last night on the British front." A later despatch that night said: "At 3.30 this morning the British divisions holding the sector of the French front astride the Aisne at Berry-au-Bac (between Bermericourt and Craonnelle) were heavily attacked. At the same time, hostile attacks in great strength were made against the French troops on our right and on our left. . . . On the Lys battle-front strong attacks on the Locre-Voormezeele front have been repulsed by French troops, with great loss to the enemy. In the neighbourhood of Dickebusch Lake the enemy succeeded in penetrating a short distance into the French positions."

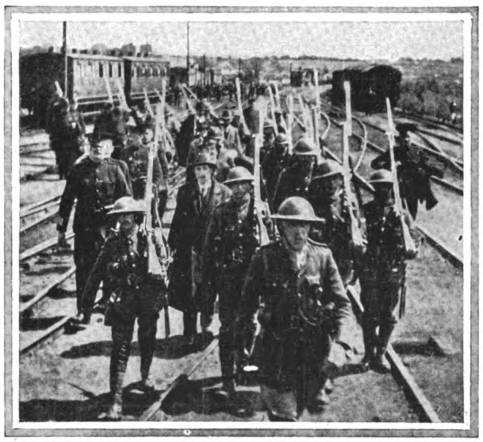


By G. K. CHESTERTON.

A HISTORY of German public pronouncements in modern times would be largely a list of metaphors. And it is the peculiarity of a metaphor, as distinct from a definition, that it is at once vivid and vague. It may be described as something which is difficult to explain and easy to explain away. If, in the course of any casual private dispute, I call a gentleman "the alligator of Anti-Imperialism," or "the sirocco of Social Reform," I can always soften it afterwards by suggesting that the alligator was really an allegory, and that the reference to the sirocco was itself only a form of hot air. And this is especially true of the decorative pattern of symbols which make up so much of the German Imperial proclamations—the German sword, the mailed fist, the shining armour, the rule of blood and iron.

Even the most prosaic of the Prussians have a turn for this terminology; and it is always possible in mere logic to repudiate the effect of it as rhetoric. Even Frederick the Great was a bad poet as well as a bad man; and, like many bad poets, he could only produce a strong effect of poetry by means of profanity. His hideous metaphor about "partaking of the eucharistic body of Poland" was, of course, meant for an affront; but it was still, by its figurative form, a sort of evasion. Partitioning Poland could only mean one thing; but partaking of Poland might be made to mean many things. I should hardly be surprised if some of the more solemn Prussian professors began to write busily, at the official word of command, to prove that Frederick really meant to take the Communion as a devout Christian to symbolise his Christian fraternity with the Poles. For that matter, I should not be surprised if the same professors maintained that Bismarck's regimen of blood and iron was merely a medicinal prescription for a tonic. They would be equally capable of claiming that the German Emperor only mentioned the mailed fist in the apologetic tone in which a gentleman says "Excuse my glove." They would pretend, if necessary, that the recurrent and somewhat monotonous references to "hammer blows" referred exclusively to a geological hammer or an auctioneer's hammer. The substantial truth to be understood here is that we are dealing with a metaphorical mind, and that we must be careful not to imitate it in being misled by its metaphors.

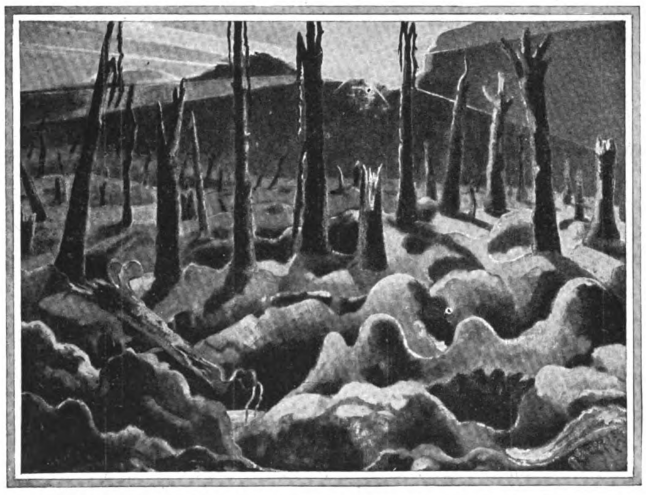
An important instance, in which we must thus look below the symbolical surface, is the recent phrase of Baron Burian, the new Austrian Minister, that he stands before Europe with the sword in one hand and the olive-branch in the other. He probably intended to indicate that, even while he successfully wields the sword, he will still be ready to hold out the olive-branch. It is, perhaps, more practical for us to understand from him that, even after he has successfully offered the olive-branch, he will still be ready to wield the sword. But there is, curiously enough, another and even clearer fashion in which his own metaphor might well be justified against himself. In one sense Baron Burian, as the representative of the Central Empires, really does hold the olive-branch in one hand and the sword in the other. He offers them respectively to right and left, like a man stretching out his arms in two opposite directions. And in this case he stretches them out towards the sunrise and the sunset, for it is to the West that he does in some limited sense hold up the olive-branch, while upon the East he will lay nothing, in any sense, except the shadow of the sword.



THE ARREST OF SINN FEIN LEADERS IN IRELAND: A PARTY UNDER ESCORT BEING MARCHED TO A DISTRICT STATION TO ENTRAIN TO DUBLIN.
Photograph by C.N.

In plain words, and apart from Teutonic metaphor, he does hold himself ready to accept a Teutonic compromise in the West, if we will accept a Teutonic conquest in the East. That is the reason behind the rhetoric; and there are many, even in this country, to whom it really seems reasonable. Nevertheless, it is the very reverse of reasonable—indeed, in those who feel thus in the West, it is in a rather special sense sentimental. It is a mere illusion of distance. Not only the fate of Europe, but very specially the fate of England, is being settled in the wild borderlands of what was once the Russian Empire. Nor is this an idea which Englishmen have any particular right to doubt or misunderstand. The English have limitations enough. But at least a total ignorance of the importance of distant objects ought not to be a limitation peculiar to Imperialism. That our life depends on things many miles away on the map ought not to be a new idea to an Englishman. We set our soldiers as sentinels outside the palace of a decayed Turkish despot, because we thought it necessary to guard the long road to India. Posen is not so far away as Pondicherry, and it is a longer journey to the Cape than to the Carpathians. Those who are influenced by a mere repugnance and tedium touching what is remote in geography are alike false to the old and the new duties of British foreign policy. Yet they give themselves great airs of universalism and internationalism, when they urge us to abandon the Poles so long as we can save the Belgians.

But our old imperial stations were but stepping-stones by which we ourselves could go to the end of the world. These East European positions are the only stones that can stop the flood of our foes. They are defensive positions; the last line of our defence. Middle Europe was nightmare enough; but this is more monstrous than Middle Europe. This is the menace of three-quarters of Europe massed and drilled against the last quarter—the last Western culture left clinging to the cliffs of the Atlantic. Does anyone who has watched Prussia seriously believe it would be left to cling there long?



A MODERN NOTE IN WAR ILLUSTRATION: "WE ARE MAKING A NEW WORLD," BY PAUL NASH, AN OFFICIAL BRITISH WAR-ARTIST.
From the exhibition of paintings and drawings by Lieut. Paul Nash, one of the official artists on the Western Front, at the Leicester Galleries.

IMPORTANT NOTICE: "THE ILLUSTRATED LONDON NEWS."

Beginning with this issue, the price of "The Illustrated London News" is advanced to One Shilling. In the same way our contemporaries, "The Sphere" and "Tatler," will raise their price. This has been made necessary by the great increase in the cost of paper and of all other materials used (to say nothing of the scarcity of paper), and the further increase in the cost of labour and transport. The normal price of Sixpence will be resumed as soon as possible.

HOW PARIS IS WARNED OF AIR-RAIDS: THE NEW ALARM SYRENS.

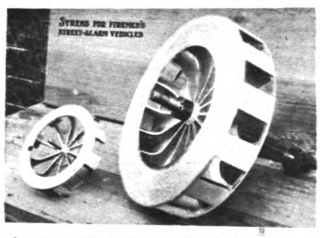
PHOTOGRAPHS BY ROYER.



THE LARGEST-SIZE SYREN FOR CENTRAL DISTRICTS: A SIX-"HORN" SYREN ON THE ROOF OF A HOUSE.



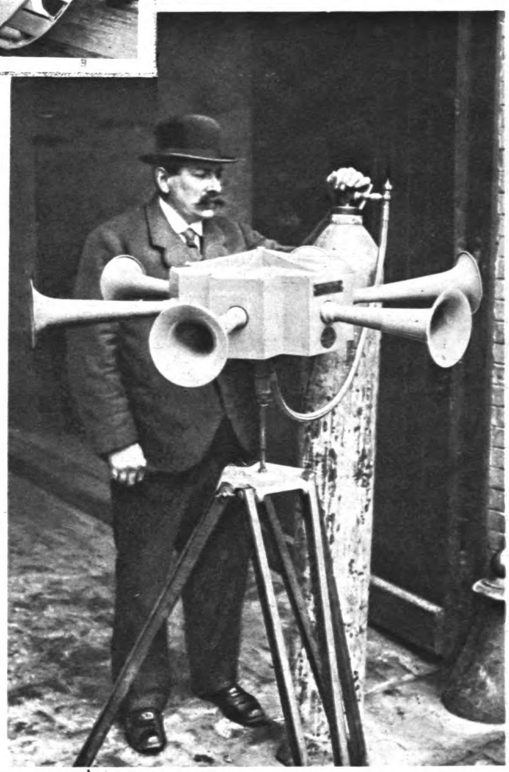
A TYPE USED IN MUNITION-WORKS, MAGAZINES, AND AVIATION CAMPS: A SYREN WORKED BY A HANDLE.



SYREN FOR FIREMEN'S STREET-ALARM VEHICLES



AS USED IN FACTORY YARDS AND ARSENALS: A "TWIN-HORN" SYREN WORKED BY COMPRESSED-AIR CYLINDERS.



SET UP IN THE NEIGHBOURHOOD OF CROWDED FACTORIES: A SIX-"HORN" WORKED BY A COMPRESSED-AIR CYLINDER.

The syren method for giving warnings of air-raids has been in use in Paris for some time past. Improvements are continually being made, new-type syrens of increased power and range of sound being installed. In a previous issue, we illustrated earlier-pattern syrens on high buildings in populous quarters of Paris. Here we illustrate types of more recent design. The more powerful are actuated by electric turbines, with bell-mouthed "horns," or "pavillons," grouped in sixes in the larger syrens, the hooting of which is audible for a mile and a half. Each "pavillon" has a special note. The Paris firemen have specially designed travelling syrens, turbine-actuated, mounted on vehicles. A twin-horn type with compressed-air cylinders, worked by hand, with a range of nearly half a mile, is used in arsenals and munition-works, aviation camps, etc.

THE WORLD OF FLIGHT

THE MASTERY IN THE AIR.

By C. G. GREY,
Editor of "The Aeroplane."

FROM time to time there has been considerable argument concerning the phrases "The mastery in the air," "The command of the air," and "Aerial supremacy." It has been alleged by various people—some of whom were in a position to speak with authority, and some of whom were not—that the absolute command of the air, and actual aerial supremacy, can never be achieved by any belligerent nation, in this or any other war. Possibly that is so, in that so long as the weaker side possesses one aviator who is brave and skilful, and one aeroplane of first-class type, it may be impossible to prevent that one man and machine from penetrating over hostile territory and returning with valuable information, after inflicting damage on his enemies.

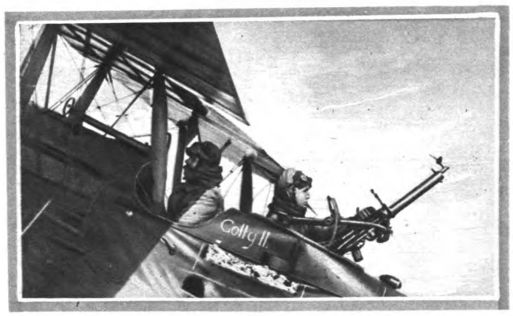
Nevertheless, it seems possible to obtain the command of the air to at least the same extent as the Allies to-day hold the command of the seas. The fact that a *Wolf* or a *Moewe* may come out of a German port, evade the Allied sea-patrols, voyage round the world, and return home uncaught, merely proves that the Germans possess a few remarkably brave and skilful seamen.

Similarly, though we may never hold the absolute command of the air, because the air is a far bigger place than the sea, and because we may never be able to exterminate every brave German aviator, the fact remains that for the past eighteen months continuously the Allies have held the mastery in the air. That is to say, it has always been more difficult, during that period, for German aviators to penetrate for any distance behind the Allies' fighting lines than it has been for the Allies to penetrate over Hunland—Hunland being the comprehensive term used by the British aviators for all territory occupied by the enemy, as differentiated from Germany or Austria proper.

Be it said that at all times British aviators have been more frequent over Hunland than have German aviators behind our lines. Even when, in 1915 and 1916, things were at their worst—when, owing to their rapid production of new and superior types of fighting machines, the Germans held for brief periods a limited mastery in the air, in that it was more difficult for the individual British or French aviator to penetrate over Hunland than for their people to come in over our positions—the British were always on the offensive in the air, and there was always a greater amount of reconnaissance done over Hunland than there was by the Germans behind the Allied lines.

Reconnaissance, artillery observation, and bomb-dropping are the true tests of aerial supremacy. They represent the real aerial traffic, just as on the water the passage of cargo-ships is the true test of the command of the seas. A German "Circus" of fast chasers may do much damage to reconnaissance machines and artillery observers, just as submarines or raiding destroyers may sink merchant-ships. Other fast aeroplanes may dash across the lines and machine-gun troops in trenches or in the open, just as an occasional destroyer or cruiser may shell the British or French coast; but, so long as Army reconnaissance and photography, spotting for the guns, and the bombing of railways and depôts in Hunland continue to the required extent, there can be no doubt about who holds the command of the air, even though that command may not be absolute.

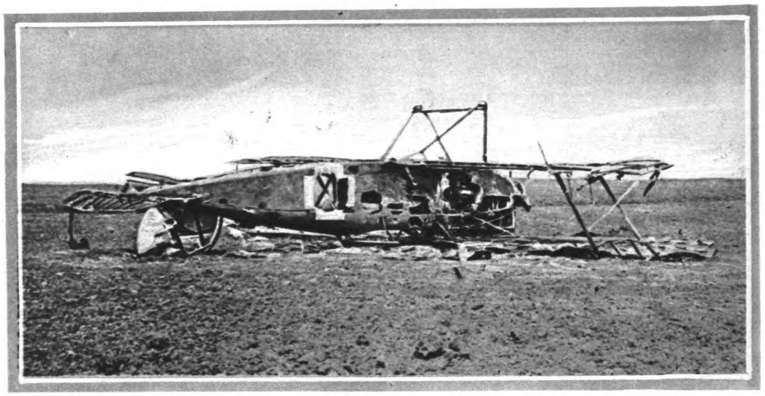
At no time has the contrast in this respect been so notable as during the past few months.



R.A.F. PHOTOGRAPHIC ACTIVITY: A GUN TO PROTECT THE PHOTOGRAPHING MACHINE.

It need scarcely be pointed out that an enormous number of flights are undertaken solely for observation—as opposed to offensive—purposes. On these many photographs of the enemy positions are taken.—[*Official Photograph.*]

To-day the German reconnaissance machine is scarcely ever seen over back areas held by Allied troops. The Germans, in their need for some information as to what is going on behind the lines, have been forced to develop a new form of reconnaissance almost analogous to the use of submarine scouts at sea. They have built special aeroplanes, with very high-powered engines, and with wings designed for high-climbing instead of for speed, and equipped with oxygen cylinders, so that the pilot and observer may be able to breathe at great altitudes.



DERELICT ON THE WESTERN FRONT: AN ENEMY AEROPLANE BROUGHT DOWN.

French Official Photograph.

These machines cross the fighting areas at heights varying between 18,000 and 20,000 feet, where, except in the clearest possible weather, they are invisible from the ground, and even escape notice from fighting formations patrolling at 10,000 feet or so. They come over singly, unseen and unheard; they navigate to the area about which information is desired, and when in its neighbourhood they make one long dive for their objective, the force of gravity adding to their speed. As they cross this area they rattle through as many photographs as possible, and then climb away back to their former height, hoping to return as they came, escaping observation.

The air being so big a place, these single spies are naturally hard to find; but their number is comparatively so few that the total amount of information which they gather must be small. Moreover, certain of the Allies' fighting pilots have made a hobby of hunting these altitudinous scouts, with the result that considerable execution has been done among them even in the few months during which they have been in use. And more recent developments, especially in British aeroplanes and engines, give one to believe that such German reconnaissances will be distinctly limited in future.

In contrast with such methods, anyone familiar with the war area can bear witness to the fact that the British reconnaissance machines go regularly over Hunland, flying brazenly at 10,000 feet or so in small parties, defying the anti-aircraft guns—known familiarly as "Archies"—and fighting their way boldly through the opposing screen of German chasers. They take their photographs and make their notes when and where they will, and return home with full information obtained at a cost which appears to be on numbers known proportionally-less than that of the German highfliers, and is certainly far less in proportion to the value of the information received.

The contrast in the respective uses of bombing aeroplanes is equally remarkable. Recently official figures were published giving the number of bombs dropped in Hunland and in Germany during March by the R.N.A.S. and R.F.C. (the R.A.F. had not then come into existence), as compared with the number received behind the British lines from the Germans. Our people dropped 36,179 bombs, against 2465 received. In April the R.A.F. dropped 23,900, in spite of heavy fogs at night and in the early morning—as mentioned in G.H.Q. communiqués at the time—and 2033 were received from the Germans.

The captious or the sceptical may object that whereas we know precisely how many bombs we despatched, we may have missed counting a number of German bombs, which may have fallen in open country far away from any mark, or may have fallen in or near the fighting line and have been mistaken for shells. One may grant so much, especially in view of the poorness of German marksmanship with bombs, and the fondness of German aviators for unloading their bombs as soon as they are over enemy territory, so as to go home light as quickly as possible. But, even if we admit that we have only been able to count half the bombs which the Germans actually dropped, the contrast is sufficiently great to show who has the free use of the air and who has not.

THE KITE-BALLOON OBSERVER'S "LIFE-BELT": PARACHUTES IN WAR.

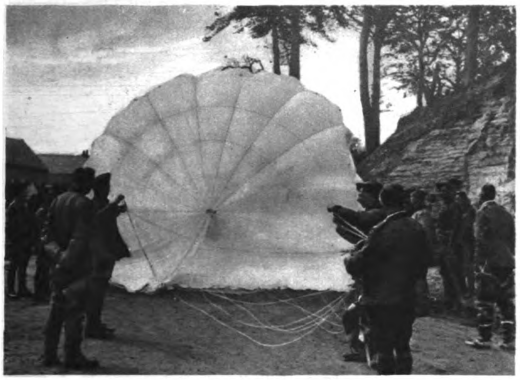
OFFICIAL PHOTOGRAPHS.



THEIR MEANS OF ESCAPE IF THEIR BALLOON IS DESTROYED: KITE-BALLOON OBSERVERS DONNING PARACHUTE TACKLE.



CONNECTED BY ROPES WITH THE PARACHUTE ATTACHED TO THE BASKET: AN OBSERVER ON THE GROUND.



WORK ON WHICH HIS LIFE MAY DEPEND: AN OBSERVER (ON THE RIGHT) WATCHING HIS PARACHUTE BEING PACKED.



WHERE A TANGLE MIGHT MEAN DISASTER IN THE AIR: OBSERVERS (BARE-HEADED) WATCH THE PACKING OF A PARACHUTE.



SHOWING ONE OF THEIR PARACHUTES: OBSERVERS IN THE BASKET.



SHOWING BOTH PARACHUTES: A KITE-BALLOON ASCENDING.

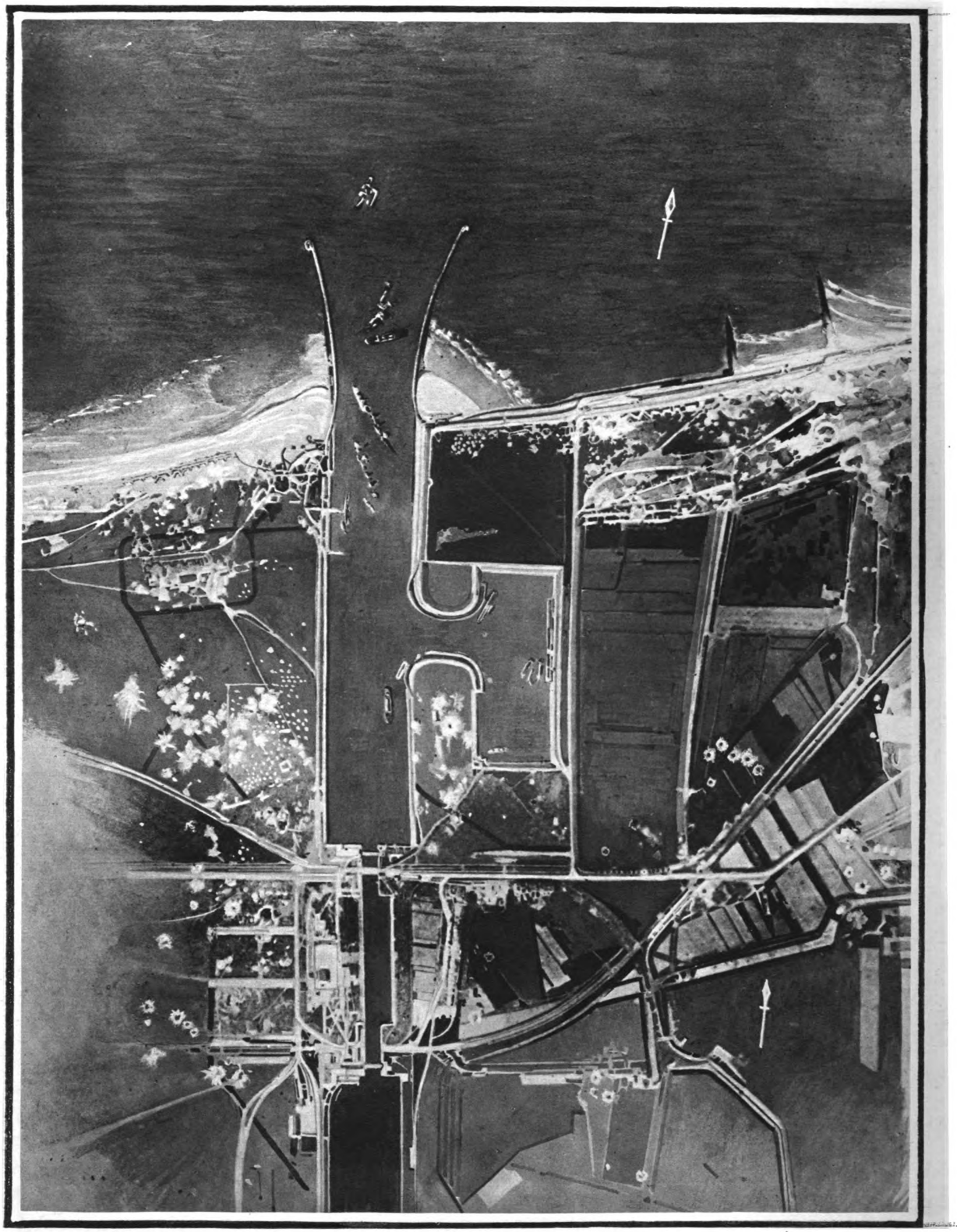


RECEIVING MESSAGES FROM ALOFT: A LORRY TELEPHONE EXCHANGE.

Kite-balloons of the R.F.A. are the eyes of our guns in France. The observers are highly trained men, and the information which they are able to communicate by telephone to the batteries on the ground below is of the utmost importance. When their balloons are hit by enemy shells, or attacked by aircraft, they are often forced to make a rapid descent by parachute. The use of the parachute in such circumstances is in itself a supreme test of nerve, for it means jumping out into mid-air at a great height with the knowledge that life depends on the correct working of a frail apparatus. If the ropes broke, or the parachute failed to open out, death would be inevitable. Naturally, therefore, the utmost care is taken with the folding and packing of the parachute, and the adjustment of the ropes and tackle by which it is connected with the observer's body. Nor is it surprising that he himself takes a keen interest in the work of the men whose duty is to pack it. The Navy also has an active kite-balloon service.

ZEEBRUGGE SEALED: BLOCK-SHIPS AND BOMB-HOLES SEEN FROM THE AIR.

AFTER AN OFFICIAL BRITISH NAVAL AIR-PHOTOGRAPH.



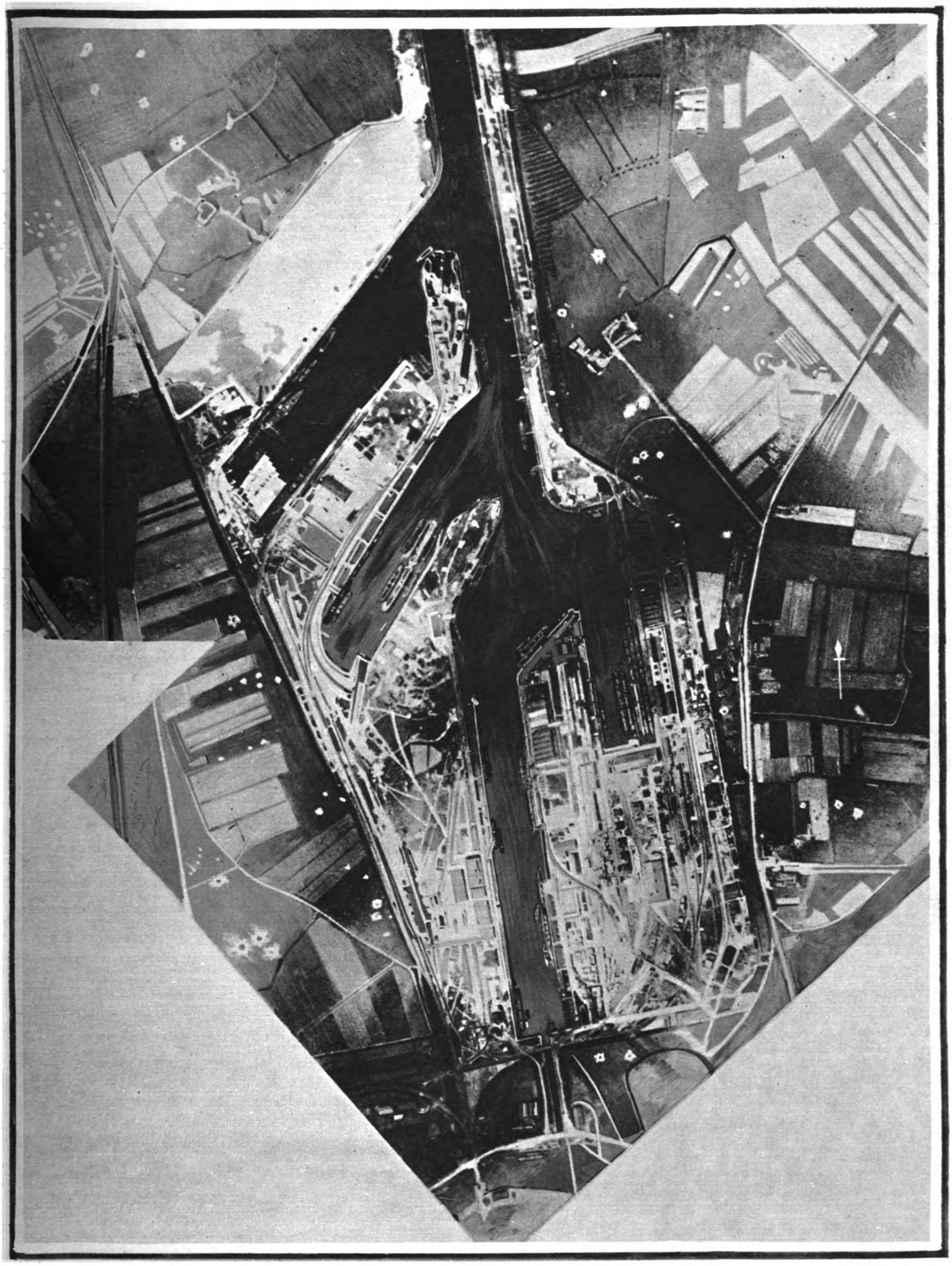
SHOWING THE BLOCK-SHIPS AND NUMEROUS BOMB AND SHELL HOLES: ZEEBRUGGE PHOTOGRAPHED SINCE THE RAID.

The left-hand page shows the lock-gates of the canal at Zeebrugge and the approach to the lock. The block-ships are seen and also many shell and bomb holes. On the right-hand page is seen the canal basin at Bruges itself, and this is of particular interest as showing the number of German destroyers, torpedo-boats, and submarines which have been shut up there as a result of the blocking operations at Ostend and Zeebrugge. With regard to this right-hand page, it should be pointed out that the illustration is formed of two separate photographs pieced together to make a panoramic view, a fact that accounts for its shape. On both pages the arrows indicate, roughly, the direction

[*Continued opposite.*

BRUGES CANAL SEALED: U-BOATS AND GERMAN CRAFT IMPRISONED.

AFTER OFFICIAL BRITISH NAVAL AIR-PHOTOGRAPHS.



SHOWING GERMAN CRAFT SHUT UP: BRITISH PHOTOGRAPHS OF BRUGES SINCE THE SEALING OF ZEEBRUGGE AND OSTEND.

(Continued.)

of the North. It was stated recently that at Ostend the Germans had succeeded in shifting the position of the "Vindictive," but were not using the harbour. "As for Zeebrugge," says the "Times" of May 25, "attempts are being made to dredge a passage between the two British cruisers which lie in the mouth of the canal. They have not been successful. The German destroyer which was sunk inside the canal by a bomb from a British aeroplane lies close to the two sunken cruisers. With Zeebrugge still blocked, and with Ostend out of use, the basin at Bruges remains full of German shipping. It seems possible that . . . silting makes the passage impossible for vessels of any size."

SCIENCE JOTTINGS

IN QUEST OF THE BOOK



SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

OF SACRED SCIENCE.

THE TALE OF A STRANDED WHALE.

THOUGH I have already discussed the subject of whale-meat as food in these columns, I trust I shall be forgiven if I return to the subject. For, now that the matter is fresh in my memory, I want to record my experience of the Bottle-nosed dolphin which, wandering up the Thames, stranded itself at Battersea Bridge the other day.

All good whales, when they die, come to the British Museum of Natural History, and there they come under my charge. This particular whale was a very old male, eleven feet long, and weighed nearly half a ton. He was so old that many of his teeth were missing, and such as remained were worn down to stumps; and yet he proved most excellent meat.

In order that the fine qualities of whale-meat might be established, we determined to distribute every scrap of its edible parts as widely as possible. Accordingly, parcels were sent to his Grace the Archbishop, the Speaker, the Lord Mayor, the Food Controller, and many other people of note; and every one of the recipients was emphatic in its praises. The members of our own staff needed no persuasion — indeed, many returned for more.

My colleague and myself spent three laborious days in cutting up the carcase, disposing during this time of several hundred pounds of meat. Every day for a week we rewarded ourselves with a steak for lunch, fried with onions; and the savour of those meals I shall not soon forget. Various methods of cooking were reported to me; but all agreed that, whether fried, grilled, stewed, curried, or cooked *en casserole* with mushrooms, it was tender and delicious. One or two people soaked the meat for an hour or two in salt water; but this seems to me unnecessary, for the meat in its natural state has no disagreeable taste. In flavour it recalls liver, and the soaking removes this.

It is a peculiarity of whale-meat that it has no admixture of fat, as in beef and mutton. Neither is there any fat within the body distributed over the kidneys and intestines, as is always the case with land-dwelling animals. All the fat of the body is concentrated under the skin to form a thick layer of blubber, replacing the hair as a conservator of warmth.

This blubber we found could be used when the meat was fried; but I should not recommend its use in any other form as food, though it yields a most excellent oil for illuminating or lubricating purposes. A friend of mine (a trained chemist) took some of the blubber for analysis, his aim being to discover whether the oil extracted can be purified sufficiently to be used for cooking purposes. A large amount of blubber and waste meat was disposed of to a firm of soap-makers, who will report upon its economic value. Had time permitted, I should have removed a certain amount of skin for tanning, though I am doubtful as to its leather-making qualities.

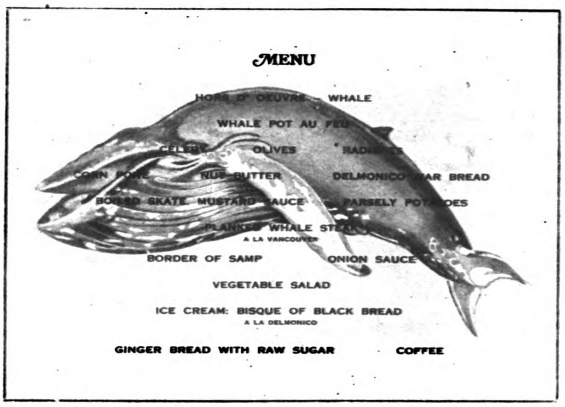
Experiments in the use of whale-meat as food have recently been made at the American Museum of Natural History. The venture, which proved an immense success, was made at a formal luncheon for which a most appropriate and specially designed menu-card was printed. And this will probably be treasured as a souvenir of a great occasion. For whale-meat as an article of diet has come to stay — at any rate, as soon as the "freedom of the seas" returns to us, enabling us to "fish" for whales.

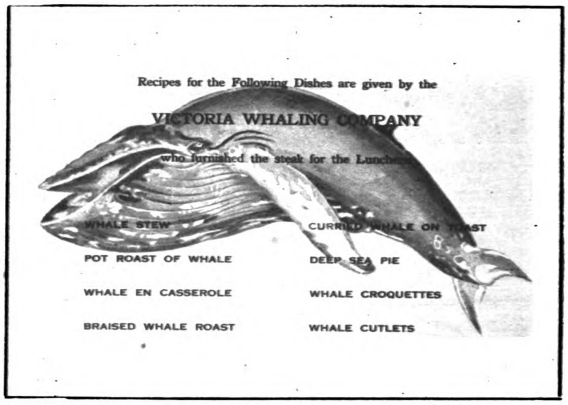
Though I ate the meat of various parts of the body of this whale, I found no appreciable difference in flavour, but it varied in regard to tenderness. This quality was most marked in the meat from under the loins. That from the blade-bone was strongly reminiscent of india-rubber! My colleague, Mr. M. A. C. Hinton, and myself also tried the liver. This we found rather tough, and in flavour like bullock's liver — only more so. That is to say, the peculiar flavour characteristic of liver was in this case more than usually strong. But it should make most excellent soup.

Inasmuch as at any time the Bottle-nosed whale (*Hyperoodon rostratus*), an animal quite distinct from the Bottle-nosed dolphin, may be stranded on our shores — indeed, many meet this end every year around our coasts — it is worth while to note that caution must be used in eating any of the blubber; inasmuch as the Esquimaux, who are connoisseurs in blubber, aver that it acts as a violent purgative, though the flesh is as good as that of any other of the whale tribe.

The stranding of this whale in the Thames is not so remarkable an event as some would suppose, for much larger species have met this end. John Evelyn, in his Diary, tells us of a large whale, fifty-eight feet long — apparently the Common Rorqual — which appeared above Greenwich at low water, where, "after a long conflict, it was kill'd with a harping yron . . . and after an horrid grone it ran on shore and died." Fabyan's Chronicle tells us that in the year 1742 "were taken at Eryth within XII miles of London iii wonderful fysshes whereof one was called Mors Maryne the second a Sworde fysshe . . . which after some exposytors were pronostycacions of warre and trouble." The Sperm-whale and the Killer-whale have also been taken, while the occurrences of the common porpoise are too numerous to mention.

W. P. PYCRAFT.





CULINARY SCIENCE APPLIED TO THE WHALE: THE MENU AND RECIPES AT A WHALE STEAK LUNCHEON GIVEN BY THE AMERICAN MUSEUM OF NATURAL HISTORY.

A Whale Steak Luncheon was given on February 8 at the American Museum of Natural History in the interests of food conservation. The menu and recipes, here reproduced, show what can be done with the whale for culinary purposes. As mentioned in the accompanying article, a whale was recently caught in the Thames at Battersea.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY WARNEUKE, YEVONDE, TOPICAL, ELLIOTT AND FRY, LAFAYETTE, BACON, BASSANO, AND HUGHES.



2ND LIEUT. HENRY BIORN HOMAN,
Royal Air Force. Eldest son of Mr. and Mrs. W. Maclean Homan, St. James's Place, Glasgow.



CAPT. ALWYN M. ALLAN,
Queen's R. W. Surrey Regt. Youngest son of Mr. and Mrs. Henry Allan, North Gate, Regent's Park, and Whitby.



MAJOR RAOUL LUFBERY,
the famous American airman, who had no less than eighteen victories to his credit and had been a fighting airman at the front for two years. He held the Military Medal and the Cross of the Legion of Honour.



CAPT. H. E. K. STRANGER M.C.,
Royal Guernsey Light Infantry. Second son of Mr. William Stranger, of St. Sampson's, Guernsey.



2ND LIEUT. JAMES GRAHAM GLENDINNING,
Monmouthshire Regt. (attd. Royal Air Force). Only son of Dr. and Mrs. Glendinning, Abergavenny.



CAPTAIN HAROLD DUNKERLEY,
Royal Army Medical Corps. The younger son of Mr. Herbert Dunkerley, of Bombay. Killed on active service. Aged 28.



MAJOR CHARLES LEYBURN WILKINSON, D.S.O.,
R.F.A. Second son of the late Mr. George Wilkinson, Wylam-on-Tyne. Awarded the D.S.O. for gallantry at Arras.



CAPT. C. A. FRY,
Essex Regiment (attached Sussex Regiment). Was connected with the American Trading Company, and was a very well-known and popular officer.



CAPT. EDWARD BUDD, M.C.,
Irish Guards. Eldest son of Mr. Cecil Budd, C.B.E., The Briars, Reigate, Surrey. Had been awarded the Military Cross with two bars. Killed in action. Aged 23.



LIEUT.-COL. H. T. KAY ROBINSON, F.I.A., D.S.O. (AND BAR),
Royal Sussex Regt. Younger son of the late Rev. W. Kay Robinson, Rector of Walwyn's Castle, Pembrokeshire.



MAJOR D. ITHEL ELLIS, M.C.,
Royal Field Artillery. Eldest son of Mr. W. Twigge Ellis, solicitor, of Llanrwst. Killed while on active service at the front. Aged 24.



MAJOR DAVID NELSON, V.C.,
Royal Field Artillery. Awarded the V.C. for helping to bring the guns into action under heavy fire, while severely wounded. Mentioned twice in despatches for gallant service.



CAPT. BERNARD WILLIAM ARNOLD,
Royal Field Artillery. Was the second son of Mr. and Mrs. Arnold, of Milton Hall, Milton-cum-Gravesend, Kent.



CAPT. J. O. G. STUART, M.C.,
The Black Watch. Was awarded the Military Cross for conspicuous gallantry in the field. Killed in action.



2ND LIEUT. R. A. MANGIN, M.M.,
West Yorkshire Regt. Second son of Major and Mrs. Mangin, of Bishopton, Ripon, Yorkshire.



2ND LIEUT. JOHN NOBLE SMITH,
R.F.A. Younger son of the late Dr. Noble Smith, F.R.C.S., of Queen Anne Street, W., and of Mrs. Noble Smith, The Chalet, Heene Road, Worthing.



2ND LIEUT. JOHN NOEL GOUGH,
Royal Field Artillery. Son of Dr. Gough, Medical Officer of Health for Northwich. Killed in action.



LT. CHARLES RUSSELL HASTINGS FFOLLIOTT,
Royal Air Force. Only son of Councillor C. N. Ffolliott, Dartmouth. Was awarded the Belgian Croix de Guerre.

WHEN TANK MEETS TANK: THE FIRST BATTLE BETWE

DRAWN FROM M



THE FIRST TANK ENGAGEMENT: A BRITISH TANK (ON THE LEFT) FIRING AT A

The first action between Tanks took place near Villers-Bretonneux on April 24, when the German Tanks made their début on the battlefield. The result was a victory the British Tanks. Six of the enemy's machines accompanied his infantry, and some of our heavy Tanks soon arrived to engage them, and succeeded in driving them Presently some of the new British light Tanks, called "whippets," appeared on the scene, and wrought great execution among the German infantry with their machine-gu seven Tanks manned by twenty men putting 400 Germans out of action. In the drawing a German Tank is seen on the right in the background, while the British mach

RITISH AND GERMAN TANKS, ON THE WESTERN FRONT.

BY AN EYE-WITNESS.



AN TANK, WHICH WAS COMPLETELY "KNOCKED OUT" AT VILLERS-BRETONNEUX.

n the left foreground is firing at it. Further to the left among the trees are British infantry. At the end of the duel the German was knocked out of action. To he right of it, where shrapnel is bursting in the trees, are German troops advancing. The enemy's Tanks are of a somewhat square design, with a quick-firing gun n front and machine-guns at the sides and rear. The conning-tower is also square in shape. According to correspondents, both British and French, who have seen captured erman Tanks, they are ineffectively armoured, and the range of vision ahead from the conning-tower is impeded by defects of design.—[*Drawing Copyrighted in the United States and Canada.*]

THE CHARGE OF THE "WHIPPETS": OUR NEW FAST TANKS DISPERSE A GERMAN BRIGADE.

DRAWN BY J. SIMONT FROM SKETCHES BY J. CLAIR-GUYOT, AND PUBLISHED BY ARRANGEMENT WITH "L'ILLUSTRATION."

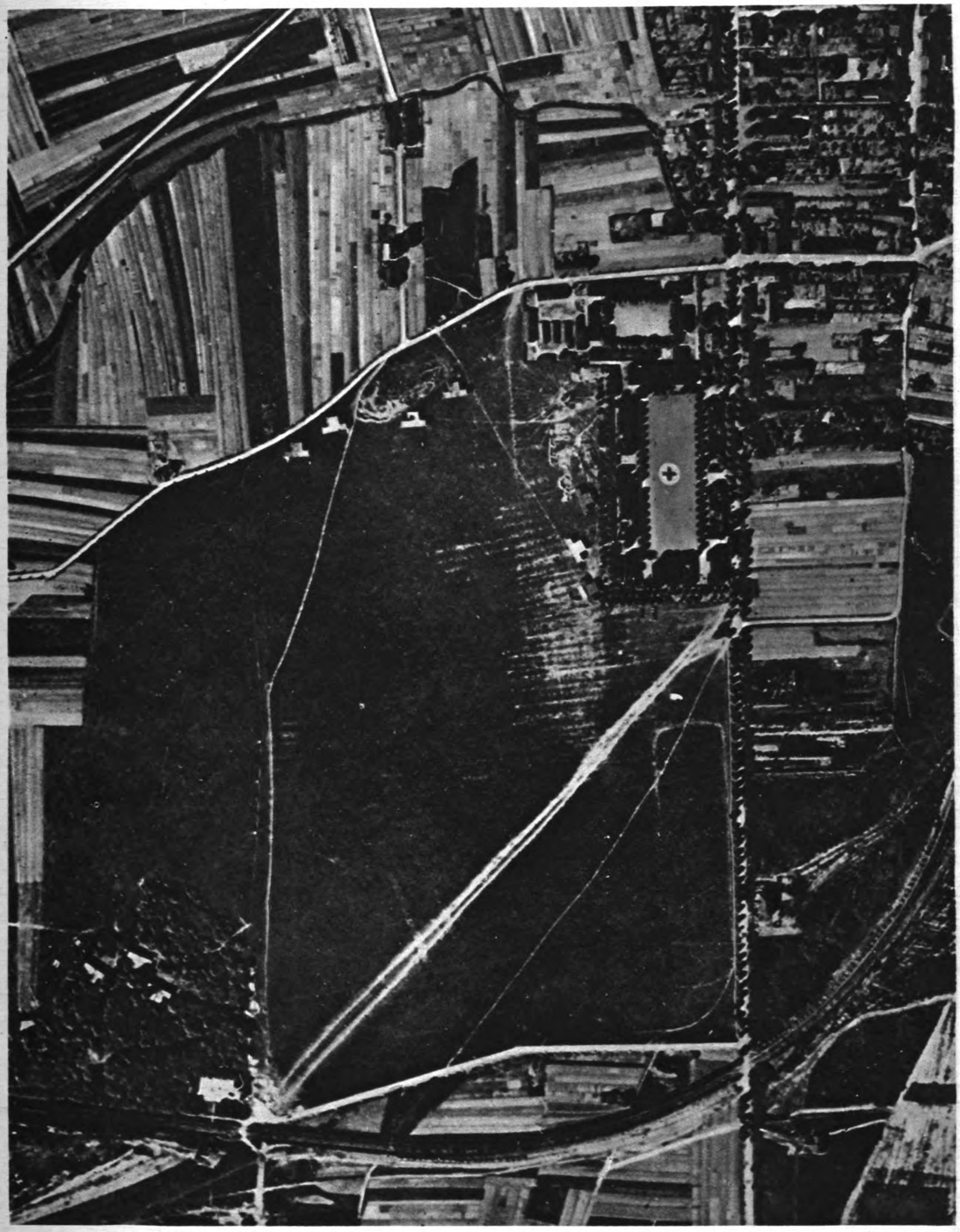


"THEY SLEW GERMANS, NOT BY DOZENS OR BY SCORES, BUT BY PLATOONS AND COMPANIES": A FRENCH ARTIST'S IMPRESSION OF THE NEW BRITISH TANKS IN ACTION, NEAR VILLERS-BRETONNEUX.

Much has been heard lately of the new light and fast British Tanks, known as the "Whippets," which took part so successfully in the first Tank action, at Villers-Bretonneux. Seven of them, manned by twenty men, are said to have put 400 Germans out of action and to have broken up the attack of a complete brigade. They left their base 3½ miles away a little before midday, fought a victorious action, and were back by 3 p.m., after covering ten miles. Mr. Philip Gibbs writes: "We put in some of our newer, faster, and smaller types, which can steer almost as easily as motor-cars, as I know, because I have travelled in one at a great pace over rough ground. These [Tanks] set out to attack bodies of German infantry of the 77th Division, forming up near Cachy. It was a terrible encounter, and when they returned their flanks were red with blood. They slew Germans, not by dozens or by scores, but by platoons and companies. They got right among the masses of men, and swept them with fire, and those they did not kill with their guns they crushed beneath them. It seems to have been as bloody a slaughter as anything in this war."—*[Drawing Copyrighted in the United States and Canada.]*

THE RED CROSS IN A GERMAN AERODROME! PHOTOGRAPHIC EVIDENCE.

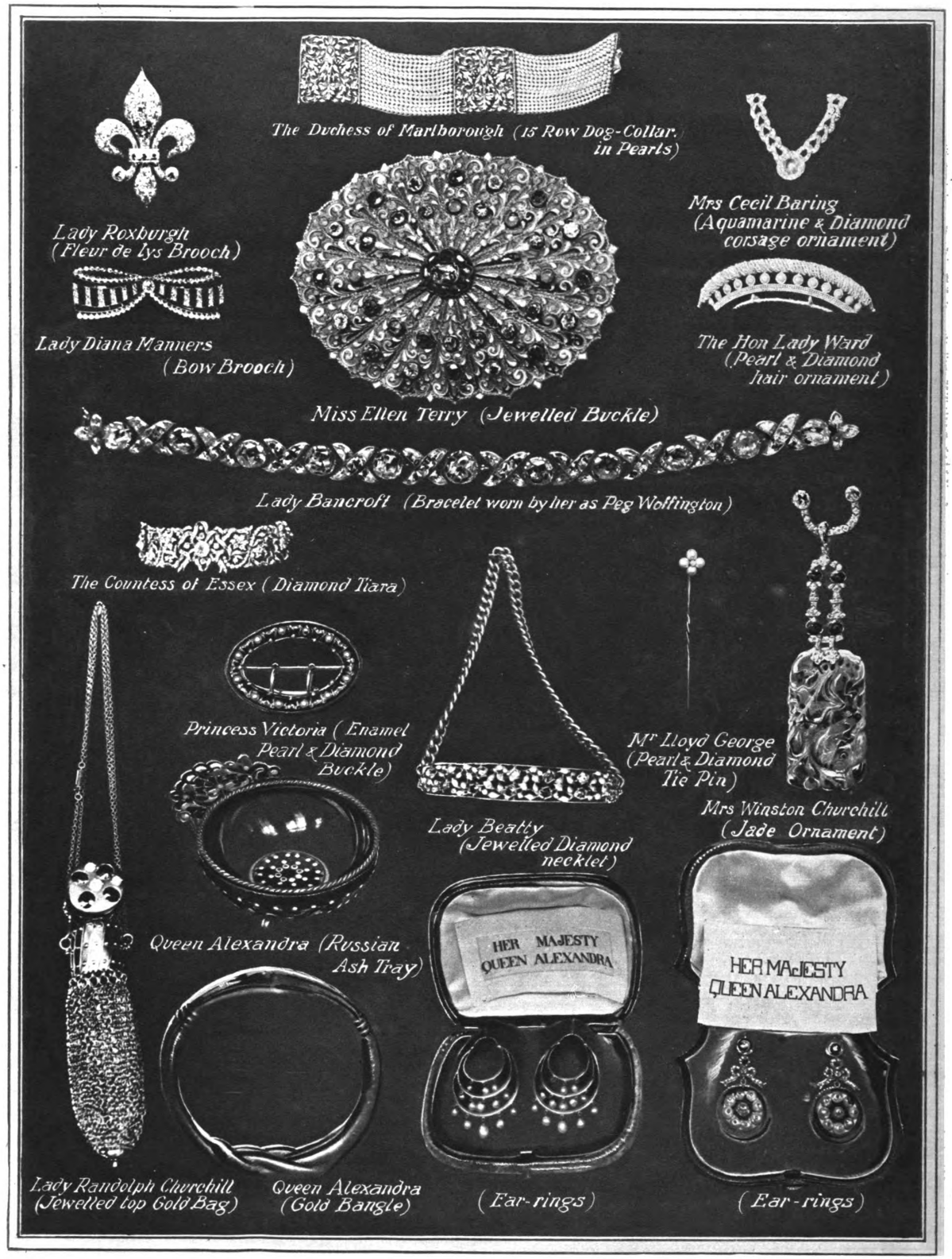
BRITISH OFFICIAL AIR-PHOTOGRAPH.



SHOWING THE RED CROSS ON THE ROOF OF A BUILDING: THE GERMAN AERODROME AT THIONVILLE PHOTOGRAPHED FROM THE AIR.

This aerial photograph of the German aerodrome at Thionville was taken by a British airman on May 15. Sixteen large hangars were observed, and two large machines were visible on the ground, so that this was evidently not a disused aerodrome turned into a hospital. The Red Cross may be noted painted prominently on the top of the building in the corner, which may be partly used as a hospital (in the peace and quiet of an aerodrome !), but would certainly house the aerodrome *personnel*. It may well be asked—is this use, or abuse, of the Red Cross? This is only one example among many which photographs taken by British airmen have disclosed. Meanwhile the Germans have been violating the Red Cross flown over British hospitals pure and simple. The recent air-raid on a large and well-known hospital camp far from the Front, causing grievous carnage among the wounded and the nurses, will be remembered along with the "Lusitania" and the death of Nurse Cavell.

THE CHILDREN'S JEWEL FUND SALE: SOME NOTABLE GIFT "LOTS."



TO BE SOLD AT CHRISTIE'S IN AID OF INFANT WELFARE CENTRES: VALUABLE GIFTS TO THE CHILDREN'S JEWEL FUND.

Gifts have been contributed to the Children's Jewel Fund from all ranks of Society. Queen Alexandra has contributed two beautiful pairs of earrings and an enamel ash-tray of Russian peasant workmanship. Princess Victoria's gift is a buckle in green enamel, pearls, and diamonds. Near these, at the private exhibition at Cartier's in Bond Street, was placed a little pin sent by a working woman in memory of her dead child. The fund was instituted, with the object of establishing Infant Welfare Centres throughout the country, by the Duchess of Marlborough, who has herself given a magnificent pearl-and-diamond collar. It was arranged to hold an attractive exhibition sale at Harrods on May 27-31, and a sale at Christie's on June 5, 6, and 7. Particulars can be obtained from the Secretary, 175, New Bond Street.

FAITHFUL REPRODUCTIONS OF
Old Sheffield Plate



10. TANKARD or WATER JUG, inlaid coins on lid. Height 6 ins. 2 pints ... ...Price £2:10:0

11. BRANDY WARMER. Height 7 ins. Price £1:9:6

12, 19 & 20. TEA SET. Plain Georgian Pattern, Gadroon Edge. Price £5:10:0

13. PAIR CANDLESTICKS, Bamboo and Leaf. Height 6 ins. Price, per pair £1:15:0

14. LEMONADE JUG, Hammered, Early Georgian pattern. Height 6½ ins. ... ... Price £1:8:6

15. MUFFIN DISH, Bead Edge, with Lining for Hot Water. Height 3½ ins. Diameter 6½ ins. Price £1:5:0

16. SAUCE TUREEN. Height 6½ ins. Capacity about 1 pint Price £2:5:0

17. CREAM JUG, copy Early Georgian, Gadroon Edge. Height 6 ins. ... ... Price £1:1:0

18. CREAM JUG, Beaded Edge. 3½ ins. high. ... ... Price 16/6

21. SUGAR DREDGER, copy Early Georgian. Height 8½ ins. Price £1:1:0

22. HOT WATER JUG, very quaint and practical. Capacity ½ pint. Height 6 inches. ... Price 16/6

THE ARTICLES here illustrated are only a few from a complete collection to be found in our Silver Galleries, which you are cordially invited to visit. We also make a speciality of reproducing many fine old specimens of Sheffield plate. These objects of art are silver-plated on copper and specially finished with a dull mat surface, thus giving them the dignity of old silver or old Sheffield plate. An important point worthy of consideration in these days of strict economy is that these are less expensive than the ordinary silver plate, and at the same time more artistic and graceful.

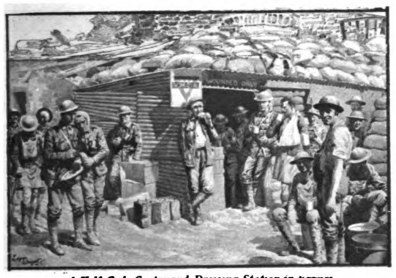
The Items illustrate the value.

WARING & GILLOW LTD

Furnishers & Decorators to H.M. the King

164-180 OXFORD STREET, LONDON, W.1.

Bold Street, Liverpool. Deansgate, Manchester.



A Y M C A Centre and Dressing Station in France for the Walking Wounded

If you were in the Battle Zone

WHAT a privilege you would hold it to lend your arm to one of the "walking wounded." With what joy would you hand food or warm drink to an exhausted man. How eagerly you would say to the weary: "Here is the Y M C A Come in and rest." *It is just these things you can do now.* In your own home, protected by the men who are holding the very Gates of England, you can, by writing a cheque for the Y M C A, satisfy the longings of your heart to help the men who live face to face with death.

Please send your Cheque to-day

Donations should be addressed to Sir HENRY E. E. PROCTER, Acting Hon. Treasurer, Y M C A National Headquarters, 12, Russell Square, London, W.C. 1. Cheques should be made payable to Sir Henry E. E. Procter, and crossed "Barclay's Bank, Ltd."

The above space is put at the disposal of the Y M C A by

Kenrick & Jefferson LTD

LONDON: 22 ST ANDREW ST HOLBORN CIRCUS E.C.4

BIRMINGHAM: 20 Temple Street
CARDIFF: 5 Church Street
LEEDS: 82 Albion Street
LEICESTER: 19 & 20 Corridor Chambers Market Place
LIVERPOOL: 30 Castle Street
SHEFFIELD: 28 Change Alley
MANCHESTER 7 Blackfriars Street
NEWCASTLE: St Nicholas Square
HEAD OFFICE: Multigraph Works West Bromwich
SWANSEA: 3-5 Goat Street
BELFAST: Scottish Provident Buildings Donegall Square
GLASGOW: 166 Buchanan Street

Officers' Kit
FOR FRANCE

OFFICERS just taking up their Commissions from Cadet Battalions will find the following list of great service. The articles included are those recommended by the Army Council as being absolutely necessary. They are additional to the kit already issued to the Officer Cadets, and to articles such as Revolvers, etc., which are obtainable from Ordnance.

	£	s.	d.
1 Service Cap	0	14	6
1 Whipcord Service Jacket ..	4	10	0
1 pair ,, ,, Slacks ..	1	18	6
1 pair Bedford Cord Breeches	2	10	0
1 British Warm	4	4	0
1 Trench Coat	3	10	0
1 pair Marching Boots ..	2	5	0
1 Wolseley Valise with Name and Regiment painted on	3	11	9
1 Sleeping Bag (Kapok) ..	1	15	0
1 Haversack with Sling and Swivels	0	16	6
1 Aluminium Water Bottle ..	0	15	6
1 Lanyard and Whistle ..	0	2	6
1 Service Hussif	0	2	11
1 Hold-all	0	6	6
1 (Combination) Knife, Fork and Spoon	0	6	6
1 Enamel Cup	0	1	0
1 Field Service Pocket Book..	0	1	0
1 Map Case	0	16	6
1 Bucket	0	4	6
	£28	12	2

TERMS—NET CASH.

Kits completed and Uniforms made to measure in 24 hours.

Military Catalogue post free on request.

GAMAGES

The Headquarters of Military Outfitting.

HOLBORN LONDON

E.C. 1



WOUNDED OFFICERS

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

LADIES' PAGE.

ONE of the reasons that Mr. Gladstone gave for his steady opposition to Women's Suffrage was that "the woman's vote *must* lead to the woman's seat in Parliament." That some women would try to make the one lead to the other might, indeed, be reasonably anticipated; and the sequence of events has not long tarried. The lady still known at her own request as "Miss Mary MacArthur," though she is the wife of Mr. Anderson, M.P., has been formally adopted as the candidate of the Labour Party for a Midland borough. It is by no means a necessary consequence that those having a right to vote should also have a right to stand for election, for the Church of England clergy have always been entitled to vote but ineligible for sitting in Parliament. It might be thought that this particular candidate would meet with a further difficulty owing to her continuing as a married woman to use her maiden name. This was settled, however, by Mrs. Fenwick Miller's election to the London School Board under the same circumstances.

Her return was objected to on the ground that she had not been correctly described on the nomination paper; but the Law Officers of the Crown, to whom the question was referred as one relating to a public election, stated that there is no law in this country compelling a woman to take her husband's surname. That lady, however, adopted the usual prefix for a married woman; "Miss" Mary MacArthur, and another well-known follower of the example, "Miss" Violet Markham—sister of the late Sir A. Markham, M.P., and wife of Mr. Carruthers—have continued to use not only their maiden names, but also, what is another question, the prefix of "Miss," which is universally understood to mean that the person so addressed is not married.

All such social customs, however, are matters of habit, based on convention. In Spain, married women continue to use their maiden names, with the husband's added—"Mrs. Smith and Jones," as we might say—and the children take both parents' names. Scottish women's maiden names are invariably used in legal documents, and until recently they were often called by the same name after marriage as before. To give only two instances where the sons of women so called became famous—Sir James Barrie, in his Life of his own mother, calls her "Margaret Ogilvie," never "Mrs. Barrie"; and Sir William Chambers, founder of the well-known publishing house, says of his grandmother, "According to an old custom in Scotland, she was, though married, known only by her maiden name, which was Margaret Kerr." In Alsace it is usual for the family names of a married couple to be combined, and both spouses use the joint cognomen; thus "Miss" MacArthur and Mr. Anderson would there be Mr. and Mrs. MacArthur-Anderson.



FOR THE COMING SEASON:
A DAINTY "READY-TO-WEAR" DRESS.

The inventiveness of Messrs. Liberty and Co. is as inexhaustible as their taste is unimpeachable, and is shown in their new "Ready-to-Wear" dresses. They are made in three sizes and eleven different floral voiles, with plain collars and cuffs stitched at the edge. The sizes are 13½, 14, and 14½ inch necks, and the price, £2 5s. A wide choice is offered in distinctive designs and exclusive colourings, and the price always moderate. The model illustrated is numbered 20.

It is obviously socially convenient for man and wife, the father and mother of a family, to bear the same name; but, on the other hand, it is not only an extinguishing of the wife's individuality, but very disadvantageous to a woman who has made some reputation as a writer, painter, public worker, or who has taken a degree while single, and so on, to sink her identity on marriage; and it is so unpleasant to a father to see his name lost, by his heiress marrying, that we know that it is quite common for the husband of such an heiress to consent to take his wife's name. A very striking instance of this being done for the sake of a great reputation instead of a vast fortune is that of the descendants of Sir Walter Scott. His descendants in each generation have been females only, and the men who have married these ladies have taken the name of Scott, hyphened with their own (the Scott last), so that the great author's patronymic should not be covered and lost. In English society, again, it is usual for the widow of a titled man to keep her deceased husband's name, for the sake of the title, on remarrying with a commoner. It was not always the English custom even to call married and single women by a distinctive prefix. In the eighteenth century every girl who had left the schoolroom was called "Mrs.," just as every man, married or single, is known as "Mr."

Blouses are as indispensable as ever, and the present fashion of "jumper" blouses—which pull on over the head, with no fastening, and hang almost or quite loose over the top of the skirt, so as to need no belt added—is particularly useful and practical. The "tabard"—or, as it is sometimes called, the "chasuble"—which is simply a straight piece of some firm and fairly handsome material hanging loose down the front and back of the figure, is a becoming and useful idea. It can be made with the utmost ease; the length of material is doubled, an oval is cut out of the middle part to pass the head through; this neck opening and the sides and ends are trimmed with embroidery or bead-trimming, and the tabard is ready to smarten up or refresh an elderly blouse and skirt or a one-piece frock. There may be two or three straps to fasten under the arm by means of press buttons, so as to hold the edges in place if liked. The severe type of shirt to wear with a tweed or tussore or serge skirt is quite fashionable, and is dressy enough for most occasions if made in satin.

FILOMENA.





LIKE A BANYAN TREE

THE BANYAN SENDS DOWN BRANCHES THAT DEVELOP INTO NEW TRUNKS AND FORM A WIDE-SPREADING GROVE

Ever extending its boundaries through a long history of efficient enterprise, Tootals of Manchester has come to be a world-wide service; a far-spread, sturdy growth with nourishing roots deep in every market.

With its scores of over-seas branches, its hundreds of wholesale customers, supplying thousands of drapers, who in turn sell Tootal products to millions of satisfied consumers, Tootals may well be likened to the giant banyan of India, with its grove of trunks, and its forest of deeply rooted branches. Tootals is, in truth, the "banyan" of the Cotton World.

This great and growing outspread of Tootal enterprise is the logical result of Tootal Guaranteed Quality Product. Any cotton goods carrying Tootals' Name or Mark—see list on this page—have a well-known quality that removes all question of value for price, and guarantee complete satisfaction in wear and wash.

THE TOOTAL MARK OF QUALITY IS ONE OF THE GIANT BANYAN TRUNKS OF TOOTAL ENTERPRISE

BRITISH MADE THE TOOTAL GUARANTEED COTTON FABRICS

Sold by High-Class Drapers and Outfitters.

TOBRALCO (*Regd. Trade Mark*): The Cotton Wash-dress fabric. 27/28 inches wide.

TOOTAL PIQUE: Soft and supple. White and colored. 43/44 inches wide.

TARANTULLE (*Regd. Trade Mark*): The Cotton Fabric for Lingerie and Baby-wear. In three weights—40 inches wide.

TOOTAL SHIRTS for men: Ready to wear. Red label and blue label.

TOOTAL SHIRTINGS for Ladies' and Children's wear. 32 inches wide.

LISSUE HANDKERCHIEFS (*Regd. Trade Mark*) for ladies. Dainty exquisite self-white and indelible color border designs.

PYRAMID HANDKERCHIEFS (*Regd. Trade Mark*) for men. Correct self-white and exclusive indelible color border designs.

TOOTAL CLOTH: The Guaranteed Velvet Fabric, equal to silk velvet for graceful draping. Rich colors that will not rub off. Plain and Corded, 27 inches wide.

TOOTAL BROADHURST LEE COMPANY LTD., MANCHESTER

LONDON, 32, Cheapside, E.C.; PARIS, 42, Rue des Jeuneurs; NEW YORK, 387, 4th Avenue; TORONTO, 726, Empire Buildings; MONTREAL, 45, St. Alexander Street.

MELBOURNE	G. P. O. Box 1035
WELLINGTON	G. P. O. Box 604
CAPE TOWN	G. P. O. Box 1023
JOHANNESBURG	G. P. O. Box 2833

PAUL E. DERRICK · LONDON

TOOTAL BROADHURST LEE CO., LTD.

NEW NOVELS.

"The Last Bout." It is all very well staged and costumed, this tale of English and Austrian and wicked German, that travels from the Austrian border of Italy to Flanders and back again. "The Last Bout"



ON THE WESTERN FRONT IN FRANCE: MESSAGE-BEARERS COMING DOWN A SHELL-SHATTERED ROAD.
Official Photograph.

(Duckworth) is essentially a war story, and, by way of being thoroughly appropriate, it opens with a fencing heroine engaging the man she loves and touching him upon the heart. After that come other encounters with the foils, the declaration of war, the Englishman's flight from Austria, capture, and escape, and the inevitable struggle with the German Colonel when he holds (for the time being) the beautiful lady at his evil mercy. It is not the war that is ground into our souls that Miss Rosamund Southey sees—not the muddy, sweaty, racking business that has turned our boys into men before their time—though at the first glance it bears a close resemblance to it. Perhaps it is as well to be able, if only for the hour that it takes to read a light novel, to pretend that the terrible events about us happen on this romantic wise, with as little as need be of gas-shells and reeking trenches and the slow agony of the nations. For this reason "The Last Bout" may be read as a relaxation.

"Love Eternal." We confess to being more interested in the interlude of the spirits in "Love Eternal" (Cassell) than in the romantic attachment of Godfrey Knight and Isobel Blake, predestined to their brief marriage through the ages, and passing hence, as Sir H. Rider Haggard predicts, to a fuller and freer union than earth can show. It is not within possibility that their creator should write an uninteresting love-story; but, while his lovers are for all time, the elementals and Madame Riennes are in the very middle of things at the present hour. There is Eleanor, a fair lady spirit who claims Godfrey for her own property—not since Monsignor Benson wrote "The Necromancers" have we been privileged to meet anyone, in fiction but not in fiction in the flesh, as unpleasant as the beautiful Eleanor. However, Miss Ogilvy and her spirit circle are only intended to occupy a subsidiary place in the story. Love is eternal, but elementals—let us hope—will dissolve with the ultimate dissolution of matter. There is plenty of other incident in the history of these true lovers; and, although for once Sir Rider Haggard has deserted Africa and its mysteries, we can commend "Love Eternal" to the public as a capital novel.

"Greatheart."

"Greatheart" (Fisher Unwin), with all the signs and portents of a best seller upon it, depresses us. It is permeated with the kind of sentimentality (a very popular kind) which lingers lusciously over the masterful embraces of the man and the burning blushes of the maiden. There is nothing in the plot that could be described as in the least improper, but the appeal of the story is to the sensuous-minded young person. The intelligent public does not, we think, care for baronets beautiful as Apollo, and heroines who are alternately clasped in the passionate embrace of a wooer and flogged by a mother with a dog-whip; but, alas! intelligent novel-readers are in the minority. All the characters are underbred, and the nobler their descent and the colder their pride (oh, the pride of the cold and the noble!) the more vulgar they seem to be. Our sympathies, so far as they go, are with Sir Eustace; but Miss Ethel M. Dell has blacked him in as the bad baronet, and, since he has sprung from her brain, we must assume she is right in allowing his great-hearted brother to carry off his shrinking bride, leaving to the magnificent Eustace the prospect of an uneasy future with the sneering and haughty Rose de Vigne.



ON THE WESTERN FRONT IN FRANCE: FRENCH TROOPS MOVING UP; BRITISH BY THE ROADSIDE.—[*Official Photograph.*]

It has been said, not without reason, that to advise those in search of health to go to Harrogate seems superfluous; and, no doubt, it is as unusual for men and women of to-day not to be familiar with that northern health resort as, in the days of Beau Nash, it was for them not to "know Ba-ath." A consideration of special value to invalids in connection with Harrogate is that every detail of following, and ensuring, a complete "cure" is afforded there to perfection, whether regarded from the point of view of the wonderful variety and excellence of its baths, or the pleasant and wisely generous scope of the amusements which form a perhaps not always adequately recognised but very real part of a "cure," especially in these days of nerve-strain. A descriptive book, "The Harrogate Cure," can be obtained, free, on application to Mr. F. J. C. Broome, General Manager, Harrogate Corporation Publicity Department.

Get it at

Harrods

IN HARRODS Jewellery Salon, on the ground floor, you will find an exceptionally fine array of handsome and new-patterned Engagement and other Rings, in a most accommodating range of prices, and inspection of these is heartily invited. Fine *Diamonds* there are in wonderful profusion — the favourite five-stone half-hoop from five-and-twenty pounds to fifty. Or *Sapphires*, set most perfectly, from fifteen pounds to forty. And trays of glittering *Emeralds* set in striking new designs, from thirty pounds to seventy—indeed, choice would be easier were it less vast!

REGIMENTAL BADGES

Harrods Service Badges (Diamonds mounted in palladium) make delightful gifts. All regiments. The prices range from five guineas to thirty guineas. A complete list sent free.

SELL OLD JEWELLERY TO HARRODS

Harrods pay full prices, or make full allowance in exchange for new articles, for all old gold, silver, or other precious metals, diamonds, pearls, and old or disused jewellery.

HARRODS Ltd

Woodman Burbidge Managing Director

LONDON SW1

HARRODS BEDSTEADS

A splendid selection of Bedsteads of exclusive designs is available at Harrods, also reproductions of the Jacobean, Stuart, William and Mary and other periods. To choose your Bedding here is to make sure of only the finest materials being employed in its manufacture.



Our illustration shows a charming pair of Lacquer and Cane Bedsteads, with double-caned foot ends. The lacquering is of the very highest grade, and the workmanship is excellent throughout. 3 ft. 3 in. wide by 6 ft. 6 in. long ... ... The Pair **£42**

GENUINE IMPORTED EGYPTIAN CIGARETTES AT MODERATE PRICES

There is a world

of difference between an "Egyptian" Cigarette made in England and a cigarette that is made in Egypt.

It isn't just a matter of skilful handling—climate affects the manipulation of tobacco more than the uninitiated would think.

"Le Kanopus" Cigarettes are made in Egypt, of choice Oriental tobaccos. The man who wants a really good Egyptian Cigarette will thoroughly appreciate "Le Kanopus."

LE KANOPUS
EGYPTIAN CIGARETTE

Guaranteed made of Pure Oriental Tobaccos

PRICES: 1/- for 10; 2/-, 20; 5/-, 50; 9/11, 100

High-class tobacconists everywhere stock "Le Kanopus." Ask for this brand when you want a good Cigarette.



Fine quality Platinum and Diamond Watch, with Diamond Shoulders, on Black Moiré Silk Strap, £135

By Appointment to His Majesty The King.

THE Goldsmiths and Silversmiths Company are constantly showing new designs in Watch Bracelets, of which they have the largest collection in London. The Company's Watch Bracelets are of highest quality, and are better value than those offered elsewhere at the same prices. A selection can be sent if desired, or a catalogue posted free on application.

The Goldsmiths & Silversmiths Company have no branch establishments in Regent Street, Oxford Street or elsewhere in London—or abroad—only one address: 112 REGENT ST., LONDON, W. 1.

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD. *with which is incorporated The Goldsmiths Alliance Ltd. Estd 1751*

112 REGENT STREET, LONDON, W. 1.

J. C. VICKERY
177 to 183 REGENT ST. LONDON W.
Their Majesties Jewellers Silversmiths & Dressing Case Manufacturers

Send to-day for Catalogue of Useful Gifts, Post Free.



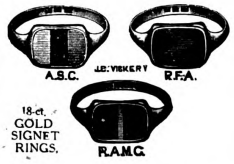
No. z 1118.

Vickery's Improved "Service" Dustproof Wrist Watch, with Luminous Hands & Figures.

Accurate Lever Movement, Screw Case Back and Front, Sterling Silver, **£3 10 0.**

Sterling Silver, with extra quality movement, **£4 10 0**

Solid Gold, **£10 15 0**



18-ct. GOLD SIGNET RINGS.

with **Regimental Ribbon,** beautifully enamelled in proper colours. Any regiment Supplied.

Only **35**/- each. *Order early.*

Manfield

Consult at the nearest branch for your footwear needs...



LONDON:
228 & 229 PICCADILLY, W.1
125 NEW BOND STREET, W.1
16 COVENTRY STREET, W.1
376 & 377 STRAND, W.C.2
307 HIGH HOLBORN, W.C.1
59 & 60 St. PAUL'S CHURCHYD, E.C.4
2 LUDGATE HILL, E.C.4
67 & 68 CHEAPSIDE, E.C.2
24 & 25 POULTRY, E.C.2
94 GRACECHURCH ST., E.C.3
92, 93 & 94 HIGH ST., SHOREDITCH, E.1
18 & 19 BROAD St. PLACE, E.C.2
and other London addresses.
Also at LIVERPOOL, MANCHESTER, BIRMINGHAM, NEWCASTLE, DUBLIN, BELFAST, &c., &c.
Factory: Northampton.

Manfield & SONS

PRACTICAL LINEN COATS & SKIRTS

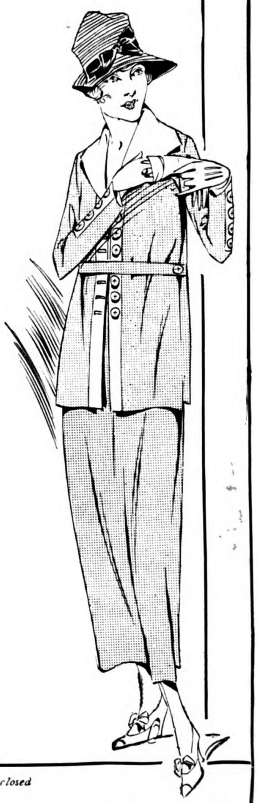
THOROUGHLY well cut on plain tailor-made lines, and made from really reliable materials.

COAT & SKIRT, in fine quality soft-finished linen, coat cut on most attractive lines, with collar, cuffs and waistcoat in white pique. Well-cut, straight-hanging skirt. In a few good colours.

Price—

6½ Gns.

Stocked also in fine quality corded suiting, *8½ Gns.*



VALUE, QUALITY & ECONOMY IN STOCKINGS

All our Stockings are excellent value the illustration is an example

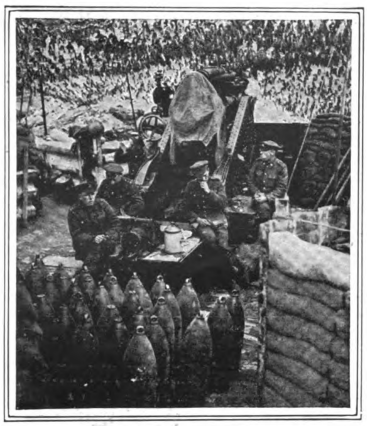


MARSHALL & SNELGROVE LIMITED
VERE STREET AND OXFORD STREET
LONDON W 1

NOTE.—This establishment is closed on Saturdays.

"BETTY LANCELOT."

THE fault of "Betty Lancelot" (Melrose) is that it is a little too clever, and has a way of leaving the reader behind while it disports itself among the subtleties of certain very complex people. Otherwise, it is a capable bit of work which will appeal more to women than to men, but is well worth the attention of thoughtful persons of either sex. It endeavours—not without success—to describe a woman whose genius is her femininity, a girl of a magnetic charm who is also a woman of parts. This is Betty, the centre figure of the novel. Miss B. E. R. Turner has elaborated Betty—perhaps over-elaborated her. She dazzles the observer, both in the book and out of it. Any man, we conclude, must have fallen in love with Betty—and fallen, unluckily for him, humbly in love. Betty needed a master, but was herself the mistress of her world, far too well equipped to be matched as she desired to be. She married Flood Young, who was less than a man, exactly when her modern temperament required stimulation by contact with a more primitive nature; and the result was sad and bad and mad, and not entirely credible. Willie B. is not a convincing person, or we did not find him so, and he plays a conspicuous part in the crisis of Betty's flight from her husband. Jess, the half-sister, is a delightful study. So is Mrs. Lancelot, the mother. All these people talk at such length that it is difficult always to follow their flights. If "Betty Lancelot" is a first novel, it is a noteworthy one.



ON THE WESTERN FRONT: MEN OF A CANADIAN 9·2 HAVING THEIR MID-DAY MEAL.—[*Canadian War Records.*]

If it is a fact that "the pen is mightier than the sword," what immeasurable power must be attributed to an organisation which produces a ton of pens every day, of thousands of different patterns, and for use in every part of the world! And that is the record of Perry and Co., Ltd., who have the largest pen-factory in the world. Moreover, they are constantly adding to the variety of styles in which they make their pens, one of the latest being the "Queen Mary"; and all the world already knows to what beneficent uses it is put by her Majesty. It writes a firm, rather broad script, with character in it, and has been dedicated to the Queen by special permission.



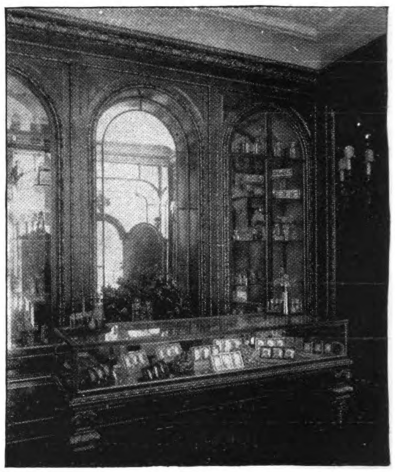
Needless to add that Perry's pens are suitable for everybody and every purpose, and can be bought everywhere at popular prices. The "Queen Mary" and the "Ladies'" pen are specially suitable for the use of ladies, as their names imply.

It is almost "painting the lily" in these days of stress and suffering to praise such inventions as the "Goddard" combined portable "Hammock Bed," a beneficent invention which has proved invaluable in the equipment of hospitals or sanatoria, for use in or out of doors, in scenes of war, for the comfortable movement of the wounded, in times of air-raids, in which they save much pain to the injured, or simply in gaining air for any who need rest and sunshine to restore them to health. Whether for camp or dug-out, garden, or on board ship, the "Hammock Bed" is equally suitable, restful, portable, and comfortable. It can be got ready for use in a minute in cases of emergency. The Stretcher Bed weighs only twenty pounds, and it can also be used as a sleeping-bed. Full explanatory details can be found in the illustrated price-list which will be sent on application to Goddard's Patent Hammock Bed Co. (Dept. 6), 30, Coleman St., London, E.C.

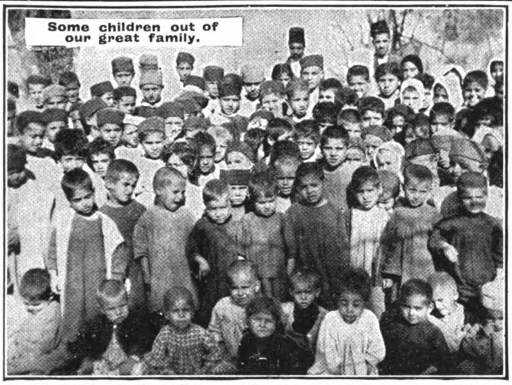
All who are interested in that valuable institution, the Hospital for Sick Children, Great Ormond Street, W.C., will be glad to know that Mr. Arthur Lucas, who joined the Committee in 1875, has been re-elected Chairman of the Hospital for the twenty-eighth year in succession.

PERFECTION IN PERFUMES.

DELICACY and refinement are essential elements of good taste in the choice of perfumes, and the nearer the perfumes get to Nature the more delightful they prove. The makers of the famous Erasmic perfumes and soaps fully appreciate this, and make it an essential and attractive feature of all their productions, which is in itself sufficient to account for their ever-growing favour. There are few people of taste in Society who do not appreciate the exquisite delicacy of the Erasmic *parfums de luxe*, such as the Heliotrope Blanc, Ami des Fleurs, and the whole Série aux Fleurs: sweet pea, violets, lilac, wild rose, golden buttercup, and lily of the valley; and the corresponding series of sweet-scented Erasmic soaps. The "Elite" Erasmic soap and the Erasmic Shaving Stick are other of the company's productions. The Erasmic Company have recently opened new London show-rooms at 13A, New Bond Street, while also keeping open the old well-known show-rooms at 117, Oxford Street.



THE DAINTY ERASMIC SHOW-ROOMS NOW OPENED AT 13A, NEW BOND STREET, W.



HOW are our MANY HOSPITALS FILLED?
By the victims of years of misery and starvation and by wounded civilians from the fighting areas.

HOW are our ORPHANAGES FILLED?
With little ones whose fathers have been taken by the Turks, never to return, and whose mothers have died of the long struggle.

WE GIVE PERMANENT HELP
by means of trade schools, where those who have lost their protectors can learn to protect themselves and their children by learning a trade.

PLEASE HELP us to KEEP the WORK GOING
and send a cheque to the Sec., 110, Victoria Street, S.W. 1.

SYRIA AND PALESTINE RELIEF FUND
OUR RESOURCES ARE PRACTICALLY EXHAUSTED

SYRIA & PALESTINE RELIEF FUND
(*The Central British Fund for relief to all in need in the Holy Land.*)

TRY IT IN YOUR BATH
BY APPOINTMENT TO H.M. THE KING.
SCRUBB'S AMMONIA
MARVELLOUS PREPARATION
Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.
Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.
SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Watchmakers. Established 1851.
SMITH'S ALLIES WATCH
LUMINOUS
ACTUAL SIZE
FRONT ABSOLUTELY UNBREAKABLE.
SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.
With Hinged Case, £3 3 0
Please write for Special List of Accessories for the Front.
S. SMITH & SON LTD ESTB 1851
HOLDERS OF 6 ROYAL WARRANTS.
WATCH MAKERS TO THE ADMIRALTY.
6, GRAND HOTEL BLDGS TRAFALGAR SQ. W.C.
& 68, PICCADILLY, W.


Fine Brilliant and Sapphire Twin Ring, £8 15 0
A fine Assortment of Rings & Jewellery always in stock.

Fine Brilliant Ring, Open Circle Setting, £8 15 0

MEDICAL WRIST WATCH.
Luminous Figures and Hands.
Screw in Dust and Damp-proof Case.

Registers 5th of Seconds.
Invaluable for Hospital Work.
Sterling Silver, £5 15 0

ALARM
The Alarm will arouse the Heaviest Sleeper.
WATCH
Sterling Silver "ALARM" Watch white dial, £6 5 0
With Oxydised or Nickel cases, white dial, £5 5 0
With black dial 2/- each extra

Luminous Alarm Watch. Perfect Timekeeper.
The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.
S. SMITH & SON, LTD., Est. 1851
6, GRAND HOTEL BLDGS, TRAFALGAR SQ., W.C.
& 68, PICCADILLY, W.

Charles Packer & Co Ltd.

GOLDSMITHS & SILVERSMITHS

THE FASHIONABLE RIBBON BRACELET

With Diamond Initial set in Palladium and White Enamel Slide.

Every Letter from A to Z in Stock.

ALL £4 4 0 EACH post free to any address.



ALL £4 4 0 EACH post free to any address.

Illustrations show actual size of Brooches.

MILITARY BADGE BROOCHES

15-ct. GOLD and ENAMEL all **£2 . 2 . 0** each.

Every pattern can be supplied from stock.



The Machine Gun Corps.



The Royal Navy, with Gold or Silver Anchor Also supplied with R.N.R. and R.N.V.

All these Brooches are finely modelled in 15-ct. Gold.

Illustrated Catalogue of Badge Brooches sent free on request.



The West African Frontier Force.



The Royal Engineers. Also Collar Badge.

BADGE BROOCH OF ANY REGIMENT SUPPLIED AT £2 2 0 each.

Money returned in full if not approved.



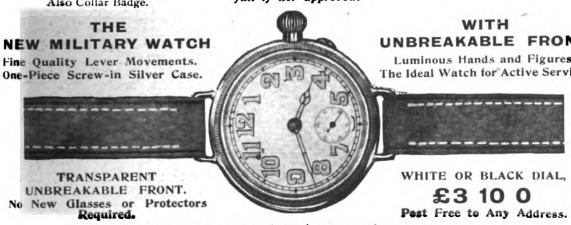
The West India Regiment.

THE NEW MILITARY WATCH

Fine Quality Lever Movements. One-Piece Screw-in Silver Case.

WITH UNBREAKABLE FRONT

Luminous Hands and Figures. The Ideal Watch for Active Service.



TRANSPARENT UNBREAKABLE FRONT. No New Glasses or Protectors Required.

WHITE OR BLACK DIAL, **£3 10 0** Post Free to Any Address.

76 & 78 REGENT STREET, LONDON, W. 1

DAINTY CRÊPE-DE-CHINE NIGHTDRESS

Designed and made by our own skilled workers from materials that we can thoroughly recommend.

NIGHTDRESS, as sketch, in good quality Crêpe-de-Chine, trimmed with fine lace and ribbon bow.

PRICE **49/6**

Chemise to match, **29/6**
Knickers to match, **29/6**
Also in triple Ninon, **39/6**

THE RAVAGES OF MOTH.

Store your Furs in our Freezing Chambers. Particulars of our new Combined Fur Storage and Insurance against all and every risk sent Post Free on application.



Debenham & Freebody.

(DEBENHAMS LIMITED)

Wigmore Street. (Cavendish Square) London, W. 1.

Famous for over a Century for Taste, for Quality, for Value

Rowland's Odonto

The Best Tooth Powder, as it contains no acid or gritty substances.

WHITENS THE TEETH

Prevents and arrests decay; 2s. 9d. per box. Only a powder can clean or polish ivory. Of Stores, Chemists, and ROWLAND'S, 67, Hatton Garden, London

Post it to Pullars

That Evening Gown, Opera Cloak or Wrap to be cleaned, freshened and given a new lease of life. For such delicate, dainty garments Pullars' process is unrivalled. Send to any Pullar Branch or Agent, or post direct to——PULLARS'

Cleaners & Dyers Perth

SEEGEROL

FOR GREY OR FADED HAIR

"You simply comb it thro"



Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde, 2/6 the flask. Of all Chemists, Stores or Hairdressers, or direct from—

SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.

Delta

ON hot sunny days, lightness of foot and buoyancy of step come very largely of wearing shoes like these Delta that close snugly round the ankle and grip the heel, fitting indeed as securely as if laced on and yet feeling as light as a feather.

As light as a feather because both the uppers and the soles are appreciably thinner than those of even light everyday walking shoes and, just because they are thinner, the leather is selected with far more than ordinary care; indeed it is that light, fine leather that "wears", as the saying goes, "like pin wire".

In short these Delta shoes are a luxury without being an extravagance, and those women who secure a pair or two will be fortunate, for they are in short supply this summer.

Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
City Telephone
London Wall
6989



290—19/9

Agents everywhere

2010



Our Salons are filled with choice examples of Irish and French hand-embroidered lingerie at moderate prices. Write for illustrated catalogue, sent post free on request.

Dainty Ninon Lingerie

LN 135—A dainty chemise, hand-made in pink ninon, with embroidered black chantilly roses on fine black net. Edge embroidered black, finished black cord to form empire. Price **95/-**

Knickers to match, **95/-**

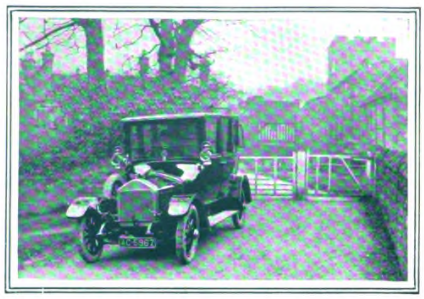
Robinson & Cleaver Ltd

THE LINEN HALL
REGENT STREET LONDON W. 1.

THE CHRONICLE OF THE CAR.

A "Black List" of Motorists.

How and where the idea originated I do not know, but quite a deal of discussion has taken place lately about a proposal, obviously emanating from a trade source, to institute a "black list" composed of the names of motorists who have cultivated the habit of disputing the charges of repairers and garage-keepers. On the whole, it does not seem that the idea has met with general approval, even from those in whose interests it was ostensibly conceived. It seems to me that the person who is responsible for starting the discussion completely forgot, or deliberately ignored, the patent fact that the compilation of "black lists" is a game that can be played by more than the one side. While one may agree that there is a certain number of car-owners who are disposed to cavil at even the most reasonable charges made for services rendered, it is certainly true that the balance of offence is against the other side. There must be very few motorists, particularly of what one may term the older school, who have not at some time or other had to complain of the gross overcharges of repairers and garage people. Of course, there are many firms in the business with whom one is perfectly safe in any transaction involving a bill for repairs to the car. There are honest people—even in the motor trade. But, without the least desire to brand a whole business community as being willing to take advantage of its clients, I do say that, generally speaking, the charges to which one has to submit at the hands of people in the repair business are, to put it as mildly as possible, calculated on a scale which ought to show a profit of the most generous kind. And, further, there is a minority which appears to base its charges on what it thinks the customer can be persuaded to stand.



THE SUMMER HOLIDAY SEASON: A DRIVE IN WARWICKSHIRE.

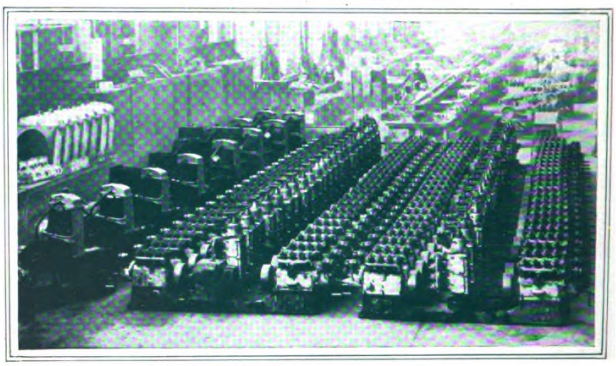
Our photograph shows a handsome Wolseley car, of 24-30-h.p., passing through the picturesque village of Berkswell, in Warwickshire.

If there are to be "black lists," I suggest that the R.A.C. and the A.A. should make a start with one of their own. I am perfectly certain that, if they decided to do this, they could find enough letters of complaint against repairers' charges in their correspondence files to justify the issue at once of a list that would form a very respectable nucleus of a complete index of concerns to be avoided. It will be as well, I think, if the section of the trade which devotes itself to repairs should think again before committing itself to action on the lines apparently contemplated.

The A.A. and the Luxury Tax.

A vigorous protest has been lodged by the Automobile Association with the Select Committee on Luxury Duty concerning the proposed taxation of motor vehicles as luxuries. (By the way, I did not know it was "proposed" to include motor-cars in the schedule of luxuries. I know it has been suggested unofficially that they will fall thereunder, but that is not quite the same thing.) The protest is made on the grounds that luxury motoring does not exist, and that the use of motor vehicles is strictly limited, by the provisions of the Motor Spirit (Consolidation) and Gas Restriction Order, 1918, to motorists who are compelled to employ their cars and motor-cycles for national, business, or other urgent reasons. It is submitted that vehicles used in this manner cannot be regarded as luxuries—with which point of view even the non-motorist will probably agree; that a luxury tax upon them would cause unmerited hardship and considerably increase the already heavy burden of taxation borne by motorists, who have been called upon during the war to make sacrifices even beyond those imposed upon other classes of the community, and who have willingly given the services of themselves and their cars to the country. The A.A. has been informed that the views embodied in the protest will be placed before the Select Committee when the application of the Luxury Duty to motor vehicles is being considered.

W. W.



ECONOMICAL AND RELIABLE POWER PRODUCTION: THE AUSTIN MOTOR COMPANY, LTD.

For some time prior to the war, the Austin Motor Company, Ltd., Birmingham, had been experimenting with the production of an easily portable, simply constructed and moderately priced power unit for the generation of electric energy. Both in war and peace such generators are very useful, and they are being turned out by the Company in large numbers. The illustration shows a batch of 3.5-k.w. and 4.5-k.w. plants, representing approximately one month's output of the factory. Large use of such sets has been made by the Government, and these portable power plants are of practically unlimited range of applicability.

JUBOL

The only Rational Laxative.



"Don't you forget to pack a box of Jubol in my bag."

Relieves Constipation, purifies the blood, and keeps the body healthy.

Jubol can be taken without altering the daily routine, and is an ideal laxative for travellers.

Jubol improves the complexion.

Constipation
Enteritis
Haemorrhoids
Dyspepsia
Skin Blemishes
Sallow Complexion

Recommended by the Medical Profession in England and Abroad.

Medical Opinion:

"It is only necessary to take from one to three tablets of Jubol every night for a few weeks, in order to be free from **constipation.** Jubol is a priceless boon to sufferers from **hæmorrhoids.**"

PROF. PAUL SUARD,
Late of the French Naval Medical College and of the Hospitals.

Price 5/- per box (complete course of six boxes, 20/6). Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W.1, from whom can also be obtained explanatory literature.

URODONAL

Dissolves Uric Acid

Eliminates Urea. Stimulates the Kidney Functions. Dissolves Stones.

URODONAL dissolves uric acid as easily as hot water dissolves sugar; it cleanses the liver, purifies the blood and tissues, imparts suppleness to the arteries, and prevents obesity by oxidising fat.

URODONAL also cleanses the kidneys, which it frees from the presence of uric acid crystals and all the toxins and impurities which injure the renal tissue; it also removes obstructions.

URODONAL stimulates nutrition and modifies the arthritic diathesis. The children of arthritic parents undoubtedly inherit the tendency to rheumatic disorders, and URODONAL alone can counteract this.

Those who regularly take URODONAL avoid **Rheumatism, Migraine, Gout, Sciatica, Stones, Obesity, etc.,** and maintain the youthful condition of their arteries.

It is always advisable to take URODONAL regularly, as there is always a tendency to an accumulation in the system of uric acid — that most pernicious of poisons.

Numerous experiments have proved the great efficacy of URODONAL and have established its constant action. Eminent members of the French Medical Faculty, as well as of other countries, have duly recognised the therapeutic value of URODONAL, which has likewise obtained the sanction of many leading members of the English Medical Profession.

Hors Concours, San Francisco Exhibition, 1915



URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, from the British and Colonial Agents HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.

Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2259).

Sub-Agents for India, Burma and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.

Those who know and realise the pain and distress of uric acid diseases might well look upon URODONAL as the gift of an angel sent to relieve their sufferings, and safeguard them against future attacks of their dread enemy.

SUNBEAM-COATALEN AIRCRAFT ENGINES

Famous War Performances



Mesopotamia 1914
In service at Kut

Not until the history of this war comes to be written will the full achievements of the Allied air forces be known, nor the measure in which Sunbeam-Coatalen Aircraft Engines contributed towards those achievements.

We are permitted to state that the seaplanes which carried out the flights over Kut to drop sacks of flour for the relief of General Townshend's men were fitted with Sunbeam-Coatalen Aircraft Engines.

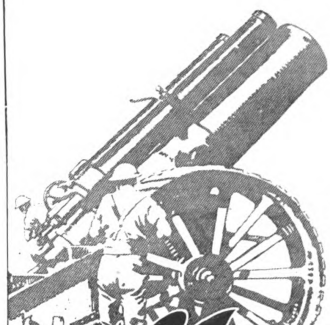
SUNBEAM

THE SUNBEAM MOTOR CAR CO., Ltd.,
Wolverhampton.
Manchester Showrooms - - 106, Deansgate.
London and District Agents for Cars: J. Keele, Ltd., 72, New Bond Street, W.1.

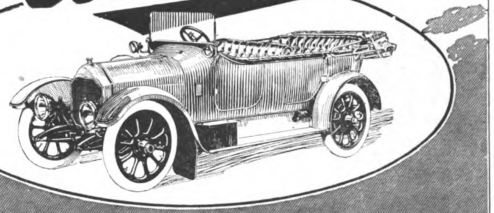
When the Guns Cease to Roar

—and when our manufacturing resources are no longer requisitioned by the Government, the Humber factories will resume the output of cars which will more than maintain the reputation of the past.

HUMBER Limited,
COVENTRY.



Humber



Dainty dish *deserves* dainty salt—

Cerebos SALT

During Summer Heats

WOODWARD'S GRIPE WATER *Keeps Baby Well!*



A Baby Prize-Winner reared on Woodward's GRIPE WATER.



Dri-ped Cuts out the worry

The more leather prices advance, the more Dri-ped Leather saves. The more it rains, the more you will congratulate yourself if you wear Dri-ped Soles.

Dri-ped, the Super Leather for Soles, gives at least Double Wear: is light, flexible, and absolutely waterproof.

War needs restrict Dri-ped supplies for civilian wear, though a limited quantity IS available. Military and Naval Officers can always obtain Dri-ped from Repairers possessing Government permits. Write for free booklet.

See this trade mark in purple every few inches on each sole. Without it the leather is a substitute.

DRI-PED REG^D

Inquiries to Dri-ped Advt. Dept., County Buildings, Cannon Street, Manchester.

Sole Manufacturers: WM. WALKER & SONS, Ltd., Bolton, Lancs.

The Super-Leather for Soles.

B/10

THE PLAYHOUSES.

"GOING UP," AT THE GAIETY.

THE new Gaiety entertainment, when it has been hammered into shape, is going to be the sort of show that enables this house of mirth to boast of "standing room only." There is swing in its pace; there are melodies that will go round the town; there is bright dancing, and plenty of scope for comedians as well as singers; but, above all, it contains a clever and laughable idea which is capable of providing coherence even to its incoherences. Imagine an author, famous for a book on aviation, who has a unique gift for describing the sensations of flying, and yet has not the smallest practical knowledge of an aeroplane. Conceive him the object of hero-worship as he tells his exploits, till a real airman intrudes on his kingdom and forces him into a cross-country flight. You can see what possibilities are here, especially with the insinuating Mr. Joseph Coyne to assume the chief rôle, and with Mr. Roy Byford figuring as a burly mechanic who gives the timid braggart lessons in flying. The scenes of this pair go to shouts of laughter. But there are plenty of other good things—a duet in which that bright and promising young star of musical comedy, Miss Marjorie Gordon, has the help of the no less attractive Miss Evelyn Laye; some dancing of Miss Gordon's; a song for Mr. Henry de Bray which made the hit of the first-night performance; and a variety of picturesque groupings and evolutions in which the chorus is used to effect.

"PRESS THE BUTTON," AT THE GLOBE.

Mr. Robert Hichens in his latest work, an "absurdity" entitled "Press the Button," which has provided Miss Marie Löhr with her second venture in management, has spread over three acts material which might have served for a one-act sketch. For a while his masterful butler—who, in a pretence at serving them, reduces his young master and mistress to the position of slaves—impresses us, so delightfully sinister is he made by Mr. Allan Aynesworth's ingenious art; and the idea the couple have of replacing this tyrant by a press-the-button arrangement has at first an aspect of drollness, especially as its human rival contrives that the mechanism shall deliver the wrong goods. But one can soon tire of trap-doors and self-folding beds, and other automatic funniments; and even so good a cast as Miss Löhr has assembled—including not only herself and Mr. Aynesworth, but Miss Lottie Venne, Miss Polly Emery, Mr. E. M. Robson, and Mr. Kinsey Peile—cannot do for an author what he ought to do for himself.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 18s. 9d.
	Six Months, £1 8s. 9d.; or including Christmas Number,	£1 10s. 7d.
	Three Months, 14s. 1d.; or including Christmas Number,	16s. 6d.
CANADA.	Twelve Months (including Christmas Number),	£3 0s. 11d.
	Six Months, £1 9s. 3d.; or including Christmas Number,	£1 11s. 8d.
	Three Months, 14s. 7d.; or including Christmas Number,	17s. 0d.
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number),	£3 5s. 3d.
	Six Months, £1 11s. 5d.; or including Christmas Number,	£1 13s. 10d.
	Three Months, 15s. 9d.; or including Christmas Number,	18s. 2d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2

Myers' Silver Series



Smooth and Velvety, with easy Gliding Action. The Pens for Restful Writing.

ASSORTED 6d. SAMPLE BOX OF ALL STATIONERS

Or post free, Sevenpence, from Manufacturers

M. MYERS & SON, Ld., Charlotte Street, Birmingham.



BAILEY'S "CALIBAN" RAM.

Raises water from streams to any height.

Costs nothing to work it.

All kinds of **PUMPS** in stock for all purposes.

SIR W. H. BAILEY & CO., Ltd., Manchester

NEWTON, CHAMBERS & CO., LTD.

Thorncliffe Ironworks, Near Sheffield.

Established 1793.

Telegrams { "NEWTON, SHEFFIELD." } *Telephone 2200. Two Lines.*

MANUFACTURERS OF ALL KINDS OF HEATING APPARATUS.



BRANCH OFFICES.

LONDON:—Brook House, 10-12, Walbrook, E.C.
MANCHESTER:—Grosvenor Buildings, Deansgate.
LIVERPOOL:—50a, Lord Street, W.
SHEFFIELD:—Moorhead.

GOOD HEALTH

IS THE GREATEST OF ALL ECONOMIES:

ENSURE ITS POSSESSION BY THE FREQUENT USE OF

JOINTUS SALTS

SUPPLIED IN 1/6 SIZE ONLY.

JOINTUS SALTS FOR MORNINGS. 1/6

JOINTMENT CO., 1, GOLDSMITH STREET, NOTTINGHAM, England.

THE MOST PLEASANT AND SOOTHING APERIENT

suitable for persons suffering the pains of

CONSTIPATION

RHEUMATISM	ECZEMA
LUMBAGO	KIDNEY TROUBLE
GOUT	INACTIVE LIVER
SCIATICA	ARTHRITIS
NEURITIS	DYSPEPSIA

Half a teaspoonful in hot water before breakfast will make you

BRIGHT AND VIGOROUS FOR THE DAY.

☛ Not a quack or secret remedy, but a scientifically produced salt, pleasant to take, and the analysis printed on the boxes and labels, which can be examined by your physician.

FROM ALL BOOTS' BRANCHES

SELFRIDGE'S, HARRODS STORES, WHITELEY'S, ARMY AND NAVY STORES, Timothy Whites, Henry Hodder's, Taylor's Drug Co., Ltd., and principal Chemists everywhere. If unable to procure "JOINTUS SALTS" from your chemist, send postal order or stamps **1/6, addressed to Department 11, THE JOINTMENT CO., NOTTINGHAM,** when a 1/6 package of "JOINTUS SALTS" will be sent post free by return, together with a large trial package of "JOINTMENT" (the world's best embrocation for rheumatism, &c.), without extra charge. This offer is also made to readers abroad on receipt of British postal order 2/6 or unused postage stamps, the extra 1/- being required to cover the additional postage incurred on Overseas orders.

Foster Clark's

FOSTER CLARK'S 2d. SOUPS are a most wholesome substitute for Meat. Make them your daily food.

You Simply add Water

2d Soups



Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.

PEDIGREES ENGROSSED AND EMBLAZONED

Seals, Rings, Dies, Book-plates (ex-libris) Engraved.

ARMORIAL STAINED GLASS. MEMORIAL TABLETS

Sketches and Designs for all purposes.

"SoToL" Antiseptic Mouth & Throat BATHS

Indispensable to cleanly people, and as delightful as they are necessary. Keep the mouth and throat scrupulously clean. Chemists sell 40 for **1/6**; 100 for **2/9**; or post free from WESTERN DENTAL MFG. CO., LTD., 74, Wigmore Street, London, W.1. Samples 3d. stamps.

TOBACCO BLOOM VIRGINIA CIGARETTES

Supplied in 20's - 50's - and 100's.

I. RUTTER & Co MITCHAM

The Tyre of supreme vitality, is the Palmer Cord Tyre—for resilience, ease in running, and freedom from troubles, it has no equal.

PALMER CORD TYRES

Made in all sizes, with the original three-ribbed rubber and the steel studded treads.

Write now for the Booklet 'Palmer's, Petrol, and Power,' which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

THE PALMER TYRE, LTD.,
119-123 Shaftesbury Avenue, London, W.C.2

Branch Depots: Birmingham, Coventry, Glasgow, Leeds, Manchester, Nottingham.

B2



THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

IS NOT A DYE. Sold Everywhere



Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E.1

HIMROD'S ASTHMA CURE

If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal

HIMROD'S CURE FOR ASTHMA

At all chemists 4/3 a tin.

FREEMANS Turtleko N.

REAL TURTLE SOUP

MADE IN ENGLAND AT WATFORD

A MEAL IN A MINUTE

A Laxative and Refreshing Fruit Lozenge FOR

CONSTIPATION

Gastric and Intestinal Troubles

TAMAR INDIEN GRILLON

67, Southwark Bridge Road, London, S.E.

Sold by all Chemists, **3/-** a box.

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2.—SATURDAY, JUNE 1, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1003

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4129. VOL. CLII SATURDAY, JUNE 8, 1918. ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



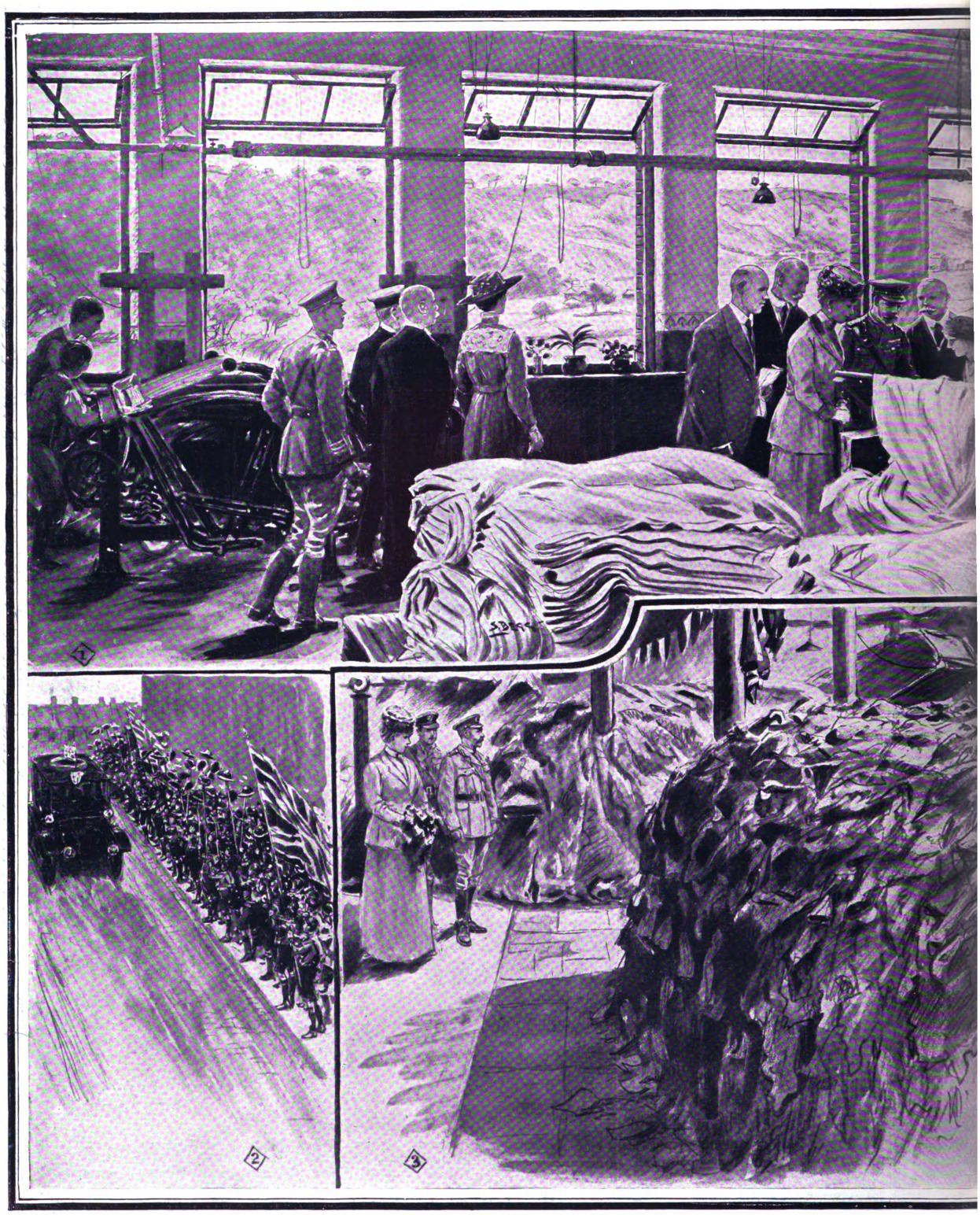
THE FRENCH ARMY'S MAGNIFICENT FIGHT: CAVALRY ON THE OISE FRONT DOING DUTY AS INFANTRY.

The magnificent courage with which the French Army has withstood the latest onslaught of the Germans has excited once more the admiration of the world. The great Battle of the Rivers, north-east of Paris, has been fought against overwhelming numbers, and though a retreat was inevitable, it was a fighting retreat, and every inch of ground was stubbornly contested. As the German offensive began to lose momentum, and the French reserves arrived, the enemy's advance was checked, and the French began a series of brilliant counter-attacks. Thus a communiqué of June 3 said: "Our troops continued their counter-attacks yesterday evening on the entire front between the Ourcq and the Marne, and made several advances at various points." French cavalrymen have fought on foot, as infantry. Those seen above are leaving their horses for the firing-line.

DRAWN BY GEORGES SCOTT, FROM A SKETCH BY AN EYE-WITNESS. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE ROYAL VISIT TO THE KHAKI COUNTRY: THEI

DRAWN BY OUR SPE



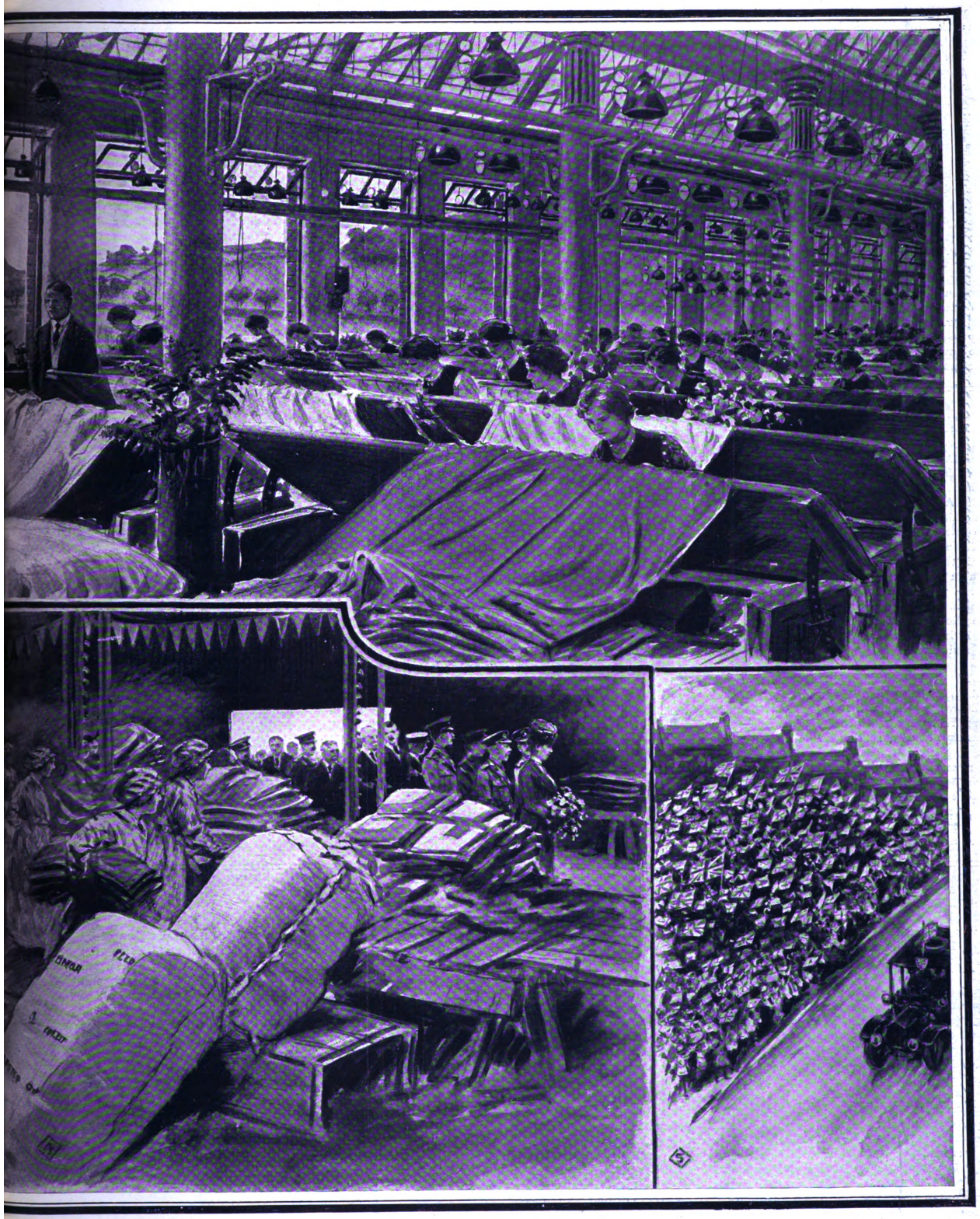
1. THE KING AND QUEEN AT SALTAIRE: WATCHING WOMEN AT WORK IN

2. IN BRADFORD: BOY SCOUTS CHEERING THE ROYAL CAR. 3. WHERE £2,466,188 WORTH OF SALVAGE HAS BEEN DEALT WITH: THEIR MAJESTIES IN THE AR

The King and Queen recently made another of those industrial tou- which have done so much to encourage the national effort in the production of war material. This time the district was the West Riding of Yorkshire, the centre of the woollen, worsted, and silk manufacture, which might almost now be called the Khaki Country. This year the military authorities have given orders for 95,000,000 yards of cloth, 100,000,000 yards of flannel, over 82,000,000 articles of hosiery, and 16,000,000 blankets. Altogether the War Office has bought 1,600,000,000 lb. of British and Colonial wool, costing £104,000,000. Their Majesties arrived at Bradford on May 29, and that day visited many well-known factories there and

MAJESTIES AMONG THE MILLS OF THE WEST RIDING.

IST, S. BEGG.



URLING" AND MENDING ROOM AT THE FACTORY OF MESSRS. TITUS SALT, SONS, AND CO. OTHING DEPOT AT DEWSBURY. 4. AT LEEDS: THE ROYAL PARTY IN THE ARMY CLOTHING DEPOT. 5. AT KEIGHLEY: A GREAT DISPLAY OF FLAGS.

in the neighbouring boroughs of Shipley, Saltaire, and Keighley. The next day the royal party visited Dewsbury, Batley, Heckmondwike, and Huddersfield. Since the Army clothing depot at Dewsbury was opened in April 1916, it has dealt with 35,000 tons of salvage material, valued at £2,466,188. The number of socks and puttees handled has been 56,000,000, and of buttons, 55,000,000; while 18,000 garments are repaired each week. On May 31 their Majesties went to Leeds, where the tour ended. Various clothing factories were visited, and the King was particularly interested in the cloth for standard suits, a pattern of which he chose for his own use.—*[Drawings Copyrighted in the United States and Canada.]*

RESERVES AND THEIR EMPLOYMENT.

By MAJOR W. WHITTALL.

WHEN the German offensive opened last week between Soissons and Rheims, with its consequences of a considerable and admittedly serious loss of territory by the Franco-British armies, the question which came instinctively to mind was: What of the Allied reserves, and why were they not on the spot? As there would appear to be considerable misapprehension as to the constitution and functions of reserves in war, it may not be inopportune to explain briefly what is meant by "reserves" and what are their functions in the battle.

It is laid down by the text-books that an army in tactical contact with the enemy consists of three elements, so to say. The first of these is divided into (*a*) firing line and (*b*) supports. The fighting functions of these two subdivisions is sufficiently defined by their nomenclature. The duty of (*a*) is to take the first shock of the enemy attack—assuming that the battle is a defensive one, as it is now in the West—and that of (*b*) to support (*a*), by making good casualties and reinforcing at points where pressure becomes too great for the thinly held line to sustain it. The second element, as we have called it, consists of "local reserves," whose function it is to deliver counter-attacks at points where the enemy may have gained some temporary advantage, and to restore the local equilibrium where it has been disturbed by the attack. It is never to be used for reinforcing the firing line.

The third element, and the one with which we are mostly concerned at the moment, is known as the "general reserve"—a body of troops, nominally one-third of the whole force, which is held at the disposal of the force commander for the delivery of the decisive counter-attack. In the case of a comparatively small field army—such as those armies, for example, which decided the destinies of the Napoleonic battles—the general reserve could be held at some point within a relatively small distance of the main battle-front, ready to be employed almost instantly when the psychological moment had arrived. The "general reserve"—or, as Napoleon grandiloquently described it, the "mass of manœuvre"—consisted of no more than the equivalent of two or three modern divisions, not encumbered with the mass of artillery and scientific equipment for war necessary to the field armies of to-day. Apart altogether from the latter considerations and their connotation of transport demands, the enormous numbers of modern armies have altered the whole aspect of the distribution and use of reserves. The general reserve is a very large force by itself. It follows from this that, were we to adopt the plan of massing the general reserve at a single point, it would need a period of from now until the end of the war to move it. That being so, it must be distributed among a number of convenient centres along the lateral lines of communication, from which it can move in detail to selected points. Now, when we remember that it requires 130 average trains to move a single infantry division, we are able in some degree to visualise the transport difficulties of great movements necessary to meet such a threat as that of the Crown Prince's offensive.

Elements of the general reserve cannot, manifestly, be moved until the enemy's intentions have been definitely ascertained. That, in its turn, means that the side which has the initiative, and is able to mass its troops where and when it pleases for the attack, must hold a preliminary advantage of time. Therefore, it almost follows as a matter of course that the attack, properly conceived and carried out with sufficient material, *must* succeed up to the point at which the entry into the conflict of the general reserve restores the equilibrium of the defence.

THE PATRON SAINT OF THE ALLIES.

By E. B. OSBORN.

M. MAURICE BARRÈS, the wisest of all French patriots, proposes that the birthday of Jeanne d'Arc should be kept as a solemn festival by the Allies. All the inspirations and aspirations which have compelled the civilised world to wage war on the barbarians are summed up in the character and career of the Maid of Domrémy. Hers is the most wonderful story since that which began in Bethlehem and closed on Calvary. She had her prototypes in the annals of France, the immortal nation which inherits all the "golden moderation" and vast, controlled energy in living and loving of ancient Rome, as well as the rods and axes.

When first she comes forth from her mystic forest, full of fairy-rings and sacred wells and other-worldly voices, she has the bright, intent look of a young Druid priestess, a second Velléda. As she rides on her first desperate "emprise," the most forlorn hope in history, she seems to us a girl Galahad such as one meets in the Celtic romances by means of which France taught the mediæval world the high art of living and dying chivalrously—and were not Englishmen her aptest pupils, though they were never quite as good as the French knights at jousting and making love-songs? When the Maid saved her country in a way undreamed-of by statesmen, she reminds us of the little Christian shepherdess from Nanterre, near Paris, who, when Attila's hordes of bestial little men, bearing all the nations they had conquered in their train, surged into the marches of Lorraine and Champagne, prophesied that Attila himself was doomed and that the Huns would never take Paris. It was Genovefa who inspired the Romans and the Goths at the great Battle of Châlons in 451 which freed the West from the nameless horrors of an invasion that threatened the very existence of Christendom. St. Geneviève won her halo of rosy light by awaking hope in the hearts of the hopeless, and she watches over Paris to this day, being, as it were, the other virgin-warrior's Chief of Staff. Lastly, as she died in the pillar of flames and smoke on the market-place of Rouen, Jeanne d'Arc proved herself a sister of the martyred Blandina who was done to death at Lyons, enduring even the odious torture of the burning chair without a cry.

But the Maid of Domrémy, unlike all other witnesses to the ecstatic faith that illuminates the soul of French womanhood in a great crisis, was also endowed with military genius of the highest order. She knew, as well as Napoleon did, that time is the one thing which can never be granted to the enemy; that force should be massed at the decisive point; that faith in a leader multiplies man-power many times. She won the most amazing victories before her eighteenth birthday; she is the youngest by far of all the commanders famous in history. We can see her yet as she rides, lance in rest, in silvery armour, against the background of her great banner, to the relief of Orleans.

She sits on her grey charger, her dark tresses falling short and thick about her pensive, oval face radiant with a heaven-descended certainty of victory, and with her baton (by which alone she made adjuration) she waves her troops across the Loire in an irresistible onslaught. We can see her yet—would that it were not so!—with shaven head crowned with a paper cap on which was written "Heretic, Apostate, Idolater," bound weeping to the stake and burnt alive, and the very ashes of her body cast into the Seine. If you could choose a life in the centuries gone by, would you not sooner be the English Tommy who broke his lance to make this wondrous victim a cross to carry than anybody else? I would. What nobler, what dearer patron saint could the Allies find than this maiden knight, this soldier-saint?

CONCERNING NATIONAL KITCHENS.

IT was at the end of February that the Ministry of Food made its Order empowering local authorities to open and maintain National Kitchens. The Ministry has also power to open such establishments on its own account, but its present policy is to confine itself to experimental kitchens, designed for educational and propaganda purposes, the real object being to encourage local authorities to undertake the work. The approved cost of a kitchen is met as to fifty per cent. by the local authority and the balance by the Government, half of such balance being a free gift and the other half returnable out of profits. It is largely to prove that such profits are possible that the experimental kitchens are founded. The first trial was made on a small scale in Westminster Bridge Road. Its earlier history was somewhat chequered, but after a few weeks its position became established, and for some time now it has been on a paying basis.

Perhaps the best example of what can be done is provided by the Ministry's kitchen at Poplar, where the Corporation has entered cordially into the project, with the result that success was attained from the very first week. In this case the swimming-baths have been requisitioned. The bath has been boarded over, and a large hall, well lit from above, has thus been made available for use both as kitchen and restaurant, the two departments being merely separated by a pay-desk and a counter.

Hither come the local men, women, and children to purchase nearly 3000 portions a day. They can bring their own receptacles and carry their food away, or they can take their plates to the tables in the restaurant and consume their portions there. In the latter case a charge of a penny is made for table-money at dinner-time, and a half-penny at tea. These pence and half-pence amount to considerably more than the working expenses of the restaurant, which are carefully distinguished from the expenses of the kitchen. The food itself is made to show a profit of at least twenty-five per cent. of the sale price. No attendance is given, every customer being his or her own waiter, and the only service is provided by two or three young women who clear the tables and generally maintain tidiness.

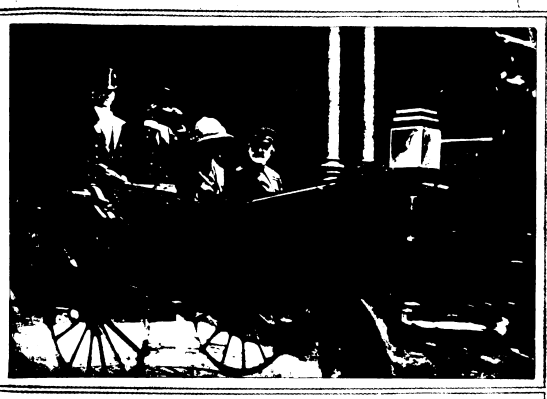
In the kitchen section the cooking is in full view of all who desire to see. It is done by steam-heat and electricity, these being considered ideal for the purpose. A typical menu partaken of by the writer a few days ago consisted of soup, 1d.; fish-pie, 3d.; rice-pudding, 1d.; cup of tea, 1d. All these dishes were delightfully flavoured, and piping hot. With the penny for table-money, the total cost was sevenpence. The Ministry is about to launch a still more ambitious undertaking in New Bridge Street, where a large business is expected from the Fleet Street district. A special feature will be the provision of containers in which hot food may be carried away, a charge of one penny being made for this accommodation.

In Halifax the municipal kitchen has been reinforced by the addition of a converted tramcar, which travels to various points in the town, cooking as it goes. Such an experiment would hardly work in the traffic of London, but it is likely to be tried in numerous provincial centres.

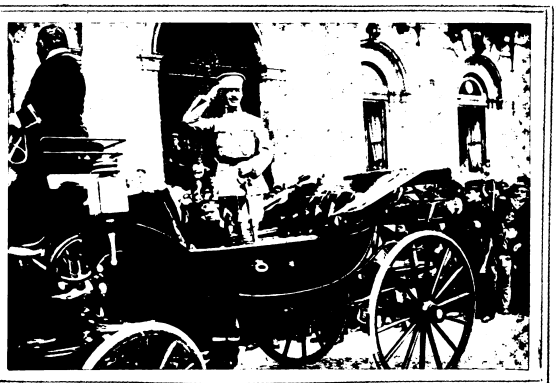
It is in no sense the object of the Ministry of Food to foster competition with established caterers, but to bring, and lead others to bring, to the people wholesome, well-cooked food at a cheap yet profitable price, simultaneously saving time and economising in many directions, especially in the matter of fuel.

EUROPE AT WAR: EVENTS IN ITALY, PORTUGAL, GREECE, AND FRANCE.

PHOTOGRAPHS BY PISCULLI, BENOLIEL, C.N., AND CANADIAN WAR RECORDS.



THE PRINCE OF WALES ARRIVING IN ROME: LEAVING THE STATION WITH THE DUKE OF GENOA.



THE PROCLAMATION OF THE NEW PORTUGUESE PRESIDENT: MAJOR SIDONIO PAES (SALUTING) LEAVING THE HOTEL DE VILLE.



THE GREEK ARMY'S BRIILLANT VICTORY IN MACEDONIA: A GREEK REGIMENT ON THE MARCH TO THE FRONT—A PICTURESQUE SCENE IN A VILLAGE STREET.

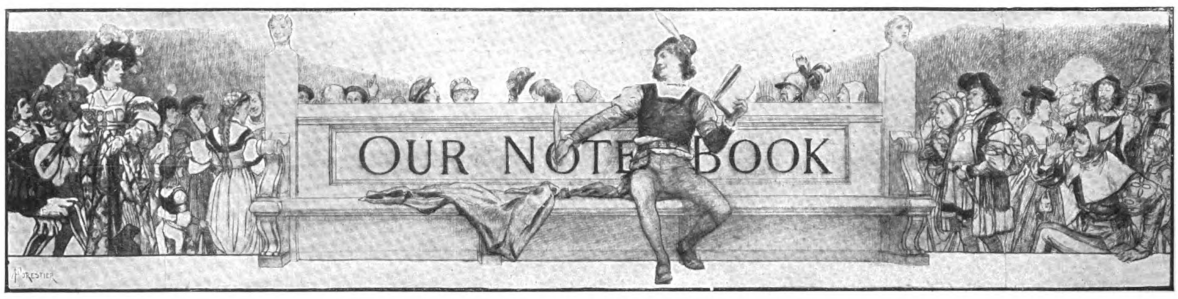


A SEQUEL TO THE GERMAN AIR-RAIDS ON HOSPITALS: THE FUNERAL OF SISTER G. M. M. WAKE, A CANADIAN NURSE.



THE FUNERAL OF A NURSE KILLED BY A GERMAN BOMB: THE "LAST POST" AT THE GRAVE-SIDE OF SISTER WAKE.

The Prince of Wales arrived in Rome on May 23 and was received at the station by the Duke of Genoa, Signor Orlando, and others. He was loudly cheered as he drove to the British Embassy. The next day he took part in the great demonstration on the third anniversary of Italy's entry into the war.——Major Sidonio Paes became Provisional President of Portugal pending an election after the revolution organised by the Army, last January, when three days' fighting took place in Lisbon. Mr. Filson Young writes of him: "A constitution on the lines of the U.S.A. is his ideal for Portugal. . . . On the international question he said: 'I hold that the whole of Portugal's interests are bound up with England.'"——Greek troops recently won a brilliant success in the Balkans on an eight-mile front, capturing 1712 Bulgarians and Germans at the Skra di Legen.——Sister Wake died of wounds received in one of the recent German air-raids on British hospitals in France. Another Canadian nurse was killed outright in the same raid.



By G. K. CHESTERTON.

HARDLY had I lamented, a week ago, the disappearance of that delightful Pro-German organ, the *Continental Times*, than it reappeared, wrapped up in a Swiss paper. It was some months old—perhaps it has since been extinguished, as well it might be, by the Lichnowsky revelations. Anyhow, my old foe "Sagittarius" writes some seven columns about my abominations, largely about two personal points—the first his own status, and the second his own style. Touching my suggestion that, since he disclaimed being a German, he might perhaps be a Jew, he says: "This is another false assumption. The same decree of destiny which determined my being born an American determined my being born a Roman Catholic." To be born a Roman Catholic is a striking spiritual feat, and one somewhat inconsistent with the doctrines of Roman Catholicism. I suppose he means he was baptised a Roman Catholic, which is not even inconsistent with his being born a Jew. I use the word, of course, in its right and racial sense. I despair of knowing what he means in a religious sense; for in another article in the same paper he glorifies Germany as "the inspirer of Protestantism." Perhaps he was born a Catholic and baptised a Protestant. It is all very puzzling. But it never concerned my argument, for an exceedingly simple reason. My conjecture that he was a Jew, like my first assumption that he was a German, was not an attack on him, but an excuse for him. If he says he has no excuse, he ought to know best.



THE BIRTHDAY HONOURS: SOME NOTABLE RECIPIENTS.

Mr. J. R. Clynes, M.P. for North-East Manchester, is Parliamentary Secretary to the Ministry of Food, and has been Acting Minister during Lord Rhondda's illness.—Sir Richard Muir is the eminent Treasury Counsel.—The Duke of Rutland succeeded to the title, as the eighth Duke, in 1906.—Sir William Tatem, formerly Chairman of the Cardiff Shipowners' Association, has done much for Welsh Universities.—Sir John Le Sage is the well-known Editor of the "Daily Telegraph."—[*Photographs by Swaine, P.P.A., Sport and General, and Elliott and Fry.*]

But what I was discussing was the nonsense itself, which brings me naturally to the next point—about his style. He assures me it is not German, and not American; and, indeed, I think he must be right—it may be Zulu for all I know. I never saw anything like it before. Thus, he writes: "With the sadistic imagination of a Raemaekers seething within him and the white-bearded lies of Bryce's Atrocity Report working like fungi in his brain." I certainly should not like to have a lie with a white beard imitating a fungus in my brain. For the rest, as nobody dreams of doubting that German atrocities were committed, I can only infer that he thinks it sadistic to draw them, but not sadistic to do them.

But he is wrong in supposing I base my certainty even on the Bryce Report, conclusive as it was. It was based even more on the German replies to the Bryce Report. It was based very largely on "Sagittarius's" replies to me. Take, for instance, the sinking of neutral ships: when I say it is exactly like blowing up a passing omnibus on the chance that some passenger may be carrying a parcel for the enemy, and when my critic can only say in a withering way that I am "dirty," I know he has not much else to say. There is nothing obscene about an omnibus; the name of that vehicle need not call a blush to the cheek of the new-born Roman Catholic babe. If he could have found a fallacy instead of an epithet, he would certainly have done so. When the only other thing he can say for the submarine piracy is that I "condemn only the superficial, incidental fact," I know he has no defence at all. Somehow I think the victims did not regard their drowning as superficial, or their deaths as mere incidents in their lives.

Now in the same way the charges of the Bryce Report can be finally confirmed simply by the German answers to them. It is the German object to prove that only *francs-tireurs* were killed, and the German defence disproves it by default. Killing of some kind went on in four hundred and seventeen communes. The German counter-report only attempts to deal with forty of these communes. About three hundred and seventy-seven communes they appear to abandon all defence. And the defences they do give are such as anybody can see to be fakes, painfully and insecurely put together after the event.

With what these things really meant we come to the deeper argument. The fundamental fact is that "Sagittarius" is sincerely and seriously impressed by a bully; that he respects him, even if he fears him; and imagines that we respect him, even when we hate him. Now I, for one, do not respect the bully, and am not in the least impressed by the bully, even when I am told that he is a calm, stolid, and stupid bully. For I deny that it requires any force of character to be pleased with oneself. But of the Prussian in particular the truth cuts deeper. "Sagittarius" denies that he finds the Prussian faultless; and faintly admits that he may have faults. He adds, with incredible gravity, "Many of us dislike the disfiguring manner in which he cuts his hair—excessive even for war times." And he goes off about his manners and speech, evidently supposing that we accept the Prussian as "a rude, just man," whose rough exterior conceals manly virtues.

The sooner he reverses the whole of this notion the better. It is not the Prussian's outside, but in a special and spiritual sense his inside, that we find evil. We deny that he is just; and we do not care if he is rude. We are wholly indifferent to how he cuts his hair, while he is not cutting other people's throats; but the evil in him is something more primal even than cutting throats. It is deeper not only than his manners, but even than his morals: it is his soul. Such a spirit can be seen, as in a picture, in his picked words and chosen images. When a man says, as a famous Prussian said about the conquered, "We must leave them only their eyes to weep with," I know instantly the presence of something utterly remote from mere roughness, or even brutality. It is a cold poison of cruelty, which is proud not of breaking the strong, but of humiliating the humble. When a man says, as a Prussian officer said, that pity is a deleterious thing and bad for his health, I recognise something quite unmistakable and quite unnatural—a culture as special as bacteria-culture.

The Prussian of the type and tradition of Frederick the Great is not merely a bully, or even merely a brute. He is a pallid, peevish, fishy fellow, with secretions of insanity, and a practical pleasantry like that of a child killing flies. There is nothing else like him in Europe, and I still hope that there is not much like him in Germany. But he already rules Germany; and men are dying to-day to decide whether he shall rule Europe. But, whether he wins or not, it will make no difference to the discovery that the chance of war has made. We have seen not a mask, but a face; and a face not to be forgotten.

THE AMERICANS' FIRST "BIG THING" IN FRANCE: CANTIGNY FIGHT.

FRENCH OFFICIAL PHOTOGRAPHS.



THE OPENING OF THE U.S. INFANTRY ATTACK ON THE GERMAN ENTRENCHED POSITIONS AT CANTIGNY: THE AMERICANS "HOPPING" FROM THEIR TRENCHES AND ADVANCING; WITH FRENCH TANKS IN SUPPORT.

"THE fighting at Cantigny," describes an American correspondent, "began with neutralisation fire upon the enemy's batteries from our heavies, from 4.40 to 5 o'clock. This lasted one hour, and was followed by the combined heavies and light guns in another hour of preparation, diversion, and destruction fire. Then, at 6.45, the Americans, upon a front of 1½ miles, hopped from their trenches, and, under the protection of a well-directed rolling barrage from the light guns, with the heavies concentrating upon distant areas, advanced in two steady waves. They crossed the intervening zone to their objectives, a depth of nearly a mile, in exactly 40 minutes, preceded by 12 Tanks. All the latter safely returned. There were sharp individual fights in the town of Cantigny. Two hundred and fifty German dead were counted. The enemy, in pairs and fours and larger groups, came from their underground retreats and surrendered, being chiefly young Silesians and Brandenburgers. . . . The French High Command, who over-saw the operations, were highly complimentary about the neatness and despatch with which the Americans bent back the Germans, and straightened their first lines."



IN THE RUINS OF CANTIGNY AFTER THE ENEMY HAD BEEN DRIVEN OUT: HOLDING THE PLACE WHILE THE SEARCHING PARTIES BROUGHT UP GERMAN PRISONERS FROM UNDERGROUND SHELTERS.

An official American communiqué of May 30 notified that two days previously the U.S. troops, in one of their sectors in France, had captured a powerfully held enemy position at Cantigny, to the west of Montdidier. The communiqué, which followed a brief notice of the capture of the place, ran as follows: "The enemy has been completely repulsed by artillery and infantry action in attacks against our new positions near Cantigny. Artillery fighting continues actively there, and in Lorraine, where it includes the use of gas shells." A detailed account by a war-correspondent speaks of the battle as an important action, which "gave proof of the U.S. troops' mettle as cool, steady, and productive fighters." It resulted "in the recapture of the French town of Cantigny, held by the enemy, besides taking about 200 prisoners, including five German officers."

THE WORLD OF FLIGHT

THE MORAL AND MATERIAL EFFECT OF BOMBING GERMANY.

By C. G. GREY,
Editor of "The Aeroplane."

WHILE it remains as true to-day as ever in history that, at the finish, the only thing which wins a war is victorious infantry standing on its own feet on enemy territory, it is becoming more and more evident that a powerful aerial offensive may do much to hasten the time when the infantry of the Allies may attain to that desirable position which is the proof of victory. As a person who has lived entirely among aviators and who has thought of nothing but air war for the past ten years, one has naturally to guard oneself against over-enthusiasm. Therefore, one desires to disclaim any suggestion that aircraft alone can win the war, or that the air forces of the Allies should be increased at the expense of the armies, whether horse, foot, or guns.

It has been said that, if we had a thousand fighting-aeroplanes or bombing-aeroplanes ready to launch at any moment all at once against attacking infantry, the advance would cease. One takes leave to doubt it, though certainly the advance would be impeded. It seems quite probable, however, that still greater harm could be done by a thousand effective bombing-aeroplanes organised to maintain a continual bombardment of German towns. If ten thousand such aeroplanes were available, so much the better. In this matter of an aerial offensive against Germany we are peculiarly happily situated by Nature. Even France, for all that much of her most valuable territory is held by the enemy, is better situated than is Germany. To a considerable extent, it is necessary to accept stories about the effects of our air-raids into Germany with strong reservations. The stories come through neutral countries, and the citizen of a small neutral country is naturally desirous of saying that which is pleasing to his stronger neighbour.

Nevertheless, there emerges from all these placatory stories a clear knowledge that, small and few and far between as have been the British and French raids into Germany, their material effect has been considerable and their moral effect has been greater. The recent daylight raid on Cologne has undoubtedly shaken the confidence of the German people. It must certainly seem to them that something is materially wrong with their sure shield, the German Army, when hostile aircraft can cover many hundreds of miles of German soil, inflict serious damage, and return themselves undamaged. Here in England our psychological outlook has been different. We have never been educated to regard the Army as the defender of our homes. The Army has always been an expeditionary force, existing to punish minor international offenders, or to help our friends in their troubles, not in ours. So when German aircraft came none blamed the Army, for we argued that our trained Army—including anti-aircraft gunners and aviators—was abroad on its lawful occasions, and that those at home were merely in training.

Our Fleet has always been our sure defence, and we recognised that it was busy with submarines and marine war generally; so we did not expect it to bother itself with defending us in the air also. Consequently we waited, with our usual philosophical grumble, till an anti-aircraft defence was built for us. How well the building has been done has been shown in the more recent raids. True, we have much for which to thank our greatly abused English climate. Had we had the equable climate of some parts of the Continent, we might have been more perturbed and disturbed; but in this matter, as in our geography, Nature has been our ally.

Now consider the relative positions. Here are we, possessed of an execrable and perfectly unreliable climate, which may catch the most careful German meteorologist napping, and may catch the German raider in a fog, or a gale, or a thunderstorm, when he has been guaranteed fine weather for his task. And his task is to reach the one accessible point among our many and vast munition areas: for up to the present London is the only reachable point which is worth attacking. There being only one target to be considered, the defence of that target is for us all the easier. Against this, consider the position of the Germans. The bulk of their great munition centres are within reach of our bombing-machines by night or day. Mannheim, Stuttgart, Düsseldorf, Cologne, and other cities know it to their cost. They are spread out in a long string along the Rhine, the best possible guide for even the worst possible aerial navigator. Their climate, as compared with ours, is of the most reliable; so that our bombing squadrons should have many more suitable days and nights for their enterprises, and fewer chances of mishap through surprises by bad weather. Thus climate and geography are again in our favour.

Given this long-drawn-out line of vulnerability, one perceives how much it is to our advantage. To defend any one of his munition centres adequately, the German would need a defence force as big and as highly organised as that which defends London. But, having at least a dozen centres to defend, he will need to subtract from his forces in the field twelve times as many gunners and aviators—with all their equipment—as it is necessary for us to devote to the same purpose. Already we know that the Allied air forces at the front hold a marked superiority in the air, so it follows that any subtraction from the enemy's air force must have very grave effects. Furthermore, the removal of German anti-aircraft guns from the front will lighten materially the work of our artillery observers, photographers, and reconnaissance aviators. Thus one sees still greater difficulties for the enemy, and a direct and immediate advantage to our Army in the field, for, by forcing the enemy to remove even a proportion of his anti-aircraft guns, we enable our own artillery, assisted by our aircraft, to do better shooting against his artillery and infantry, and thus ease the strain on our own infantry, whether in attack or in trenches. That is the first result of a big aerial offensive against Germany.

The ultimate advantage is indirect. No matter how well under control the German factory operatives may be, it is indisputable that an air-raid over any given town, whether by many aircraft or by few, means a cessation of work while the raid is in progress. The effect of all raids, therefore, is purely a matter of degree. More or less work is stopped according to the extent and duration of the raids. Except that the raw material for the work still exists, work which is not produced is the same as work which is produced and then destroyed; that is to say, the required munitions do not exist, and so do not reach the German armies in the field. Consequently, it is evident that the greater the amount of raiding which is done over German munition centres, the smaller is the amount of war material which reaches the German Army, and the lighter is the task of our armies in holding their own and ultimately in beating the Germans. Over and above the delaying of production in this way, if a German factory is destroyed, or is put out of action for a long while, the German Army has to go short of all the munitions which that factory would have produced if it had been at work during that time. So that the destruction of a factory may well be of greater importance than the destruction of an ammunition dump behind the lines. Moreover, a destroyed ammunition dump in France means more work and more wages in Germany, whereas a destroyed factory in Germany means no work and no wages.

Idle hands and no wages mean busy tongues and much thinking. If factories are destroyed and if nerves are wrecked by constant raids, the result will be peace talk. Making once more the fullest allowance for the pleasing stories of amiable neutrals, there is no doubt that the German people are badly fed, even if they are not starving. The moral effect of peace-talk and bombing combined on a people whose stamina has been reduced by under-feeding is bound to be considerable. The Germans have been trained for generations to think like sheep. When once they lose their faith in victory, in the German Army, in the German Emperor, and in their German God, they will begin thinking *en masse* in the opposite direction. And nothing can shake their faith so thoroughly as continual attacks from the air.



ON THE BRITISH WESTERN FRONT IN FRANCE: AN AEROPLANE MAKING A FLIGHT OVER THE GERMAN LINES TO OBSERVE THE ENEMY'S MOVEMENTS—A SNAPSHOT FROM ANOTHER 'PLANE.
Official Photograph.

BRITISH AND U.S. OBSERVERS TRAINING TOGETHER: AERIAL GUNNERY.

PHOTOGRAPHS SUPPLIED BY SPORT AND GENERAL.



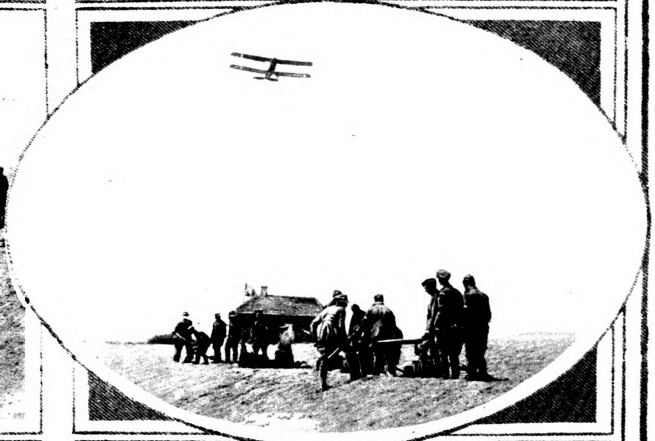
AT AN OBSERVERS' SCHOOL OF AERIAL GUNNERY: OFFICERS LOADING THEIR LEWIS-GUN DRUMS BEFORE TARGET-PRACTICE FLIGHTS.



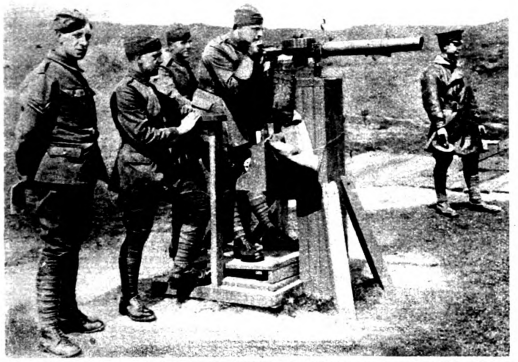
AT THEIR POSTS ON BOARD A 'PLANE FOR A FIRING-PRACTICE FLIGHT: AN OFFICER-PILOT AND OBSERVER READY FOR ACTION ALOFT.



TRAINING AT GROUND LEVEL: A LEWIS GUN OFFICERS' SQUAD LINED UP ON THE SEA FORESHORE; FIRING PRACTICE AT TARGETS PLACED OUT AT SEA.



TARGET PRACTICE BEING CARRIED ON FROM BOTH MID-AIR AND THE GROUND SURFACE: AN AEROPLANE AND BEACH FIRING SQUADRON AT EXERCISE TOGETHER.



INSTRUCTION IN THE MANIPULATION OF THE LEWIS GUN, AND TAKING AIM: A CLASS AT PRELIMINARY TRAINING AMONG SAND-DUNES FRINGING THE SEA-SHORE.

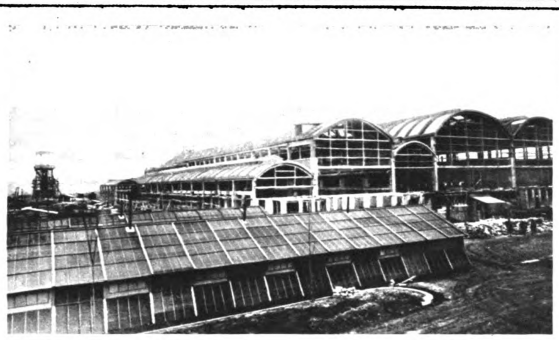


AN AMERICAN OFFICERS' CLASS CARRYING OUT FIRING PRACTICE INDEPENDENTLY: TARGET PRACTICE ALONG THE BEACH AT A TARGET IN THE SEA.

In the United States, and on this side of the Atlantic in both England and France, airman-fighters are being trained daily in the handling of their weapons at special musketry and gunnery schools of instruction and ranges. The illustrations show some details of a course at an English camp of instruction, where both British and American officer-pilots and observers are at practice together, both on the ground and in the air. The fact of a common language between our men and their brothers-in-arms from the States simplifies the instruction courses greatly, while the common bond of blood between Englishmen and Americans has induced a *camaraderie* which enormously and vitally advantages the tuition. There is keen personal rivalry to "go one better" between the representatives of the nations, tempered by the best of good feeling and fellowship. As seen, target practice goes on at the same practice-grounds, with airmen firing at targets from the air and simultaneously from ground level. A camp by the seashore is the *locale* of the illustrations here. The open beach and a clear range seaward afford facilities of an exceptionally profitable nature in regard to instruction.

TAKING A GALLANT SHARE IN RESISTING THE GERM

AMERICAN, BRITI



RAILWAY WORK ON A LARGE SCALE: A LOCOMOTIVE REPAIR-SHOP BUILT BY THE AMERICANS IN FRANCE.



HEAVY ARTILLERY OF THE UNITED STATES ARMY: AN AMERICAN GUN ON ITS WAY TO THE FRONT.



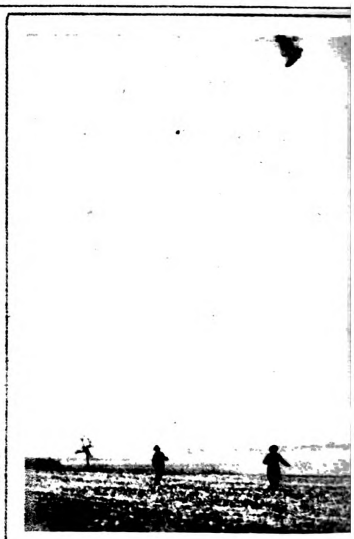
A GAS-ALARM IN THE TRENCHES: A MOTOR-HORN WARNING, AND AMERICAN SOLDIERS IN GAS-MASKS.



THE AMERICAN AIR SERVICE: SIGNALLING TO U.S. AVIATORS IN FLIG BY MEANS OF GROUND FLAGS.



DAYLIGHT PRACTICE WITH "VÉRY" BOMBS: AMERICAN SIGNALLERS COMMUNICATING WITH AIRMEN IN FLIGHT AT THE FRONT.



A METHOD OF SIGNALLING TO AM EXPLODING

The United States Army, on which so many hopes depend, has already proved its splendid fighting qualities in the great battle on the Western Front. During the early stages of the German offensive a French communiqué stated: "To the west of Montdidier the American troops, supported by our Tanks, captured brilliantly on a front of two kilometres (about 1¼ miles) the salient of Cantigny, as well as the village, which had been strongly organised by the Germans: 170 prisoners and some material remained in the hands of the Americans. In the afternoon, German counter-attacks made against Cantigny completely failed." This action has been described as "the first definite offensive undertaken by the Americans alone, and its success is a happy augury for the future, when their rapidly increasing strength will enable them to undertake larger operations." Of the United States air service, Mr. Herbert Bailey

)FFENSIVE: THE UNITED STATES ARMY AT THE FRONT.

ENCH OFFICIAL PHOTOGRAPHS.



FIELD ARTILLERY OF THE UNITED STATES ARMY: A COMPANY LEAVING FOR THE FRONT AFTER MONTHS OF TRAINING.



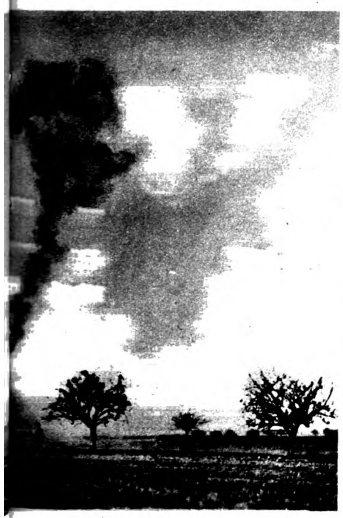
GOING TO FIGHT ALONGSIDE THE BRITISH AND FRENCH: AMERICAN INFANTRY MARCHING TO THE TRENCHES.



LONG-RANGE GUNS AND MEN STANDING AT ATTENTION: A SCENE AT AN AMERICAN ARTILLERY CAMP.



FULLY EQUIPPED FOR ACTION: AMERICAN SOLDIERS STANDING GUARD IN A LOOK-OUT TRENCH IN FRANCE.



ATORS IN FLIGHT: "VÉRY" BOMBS THE AIR.

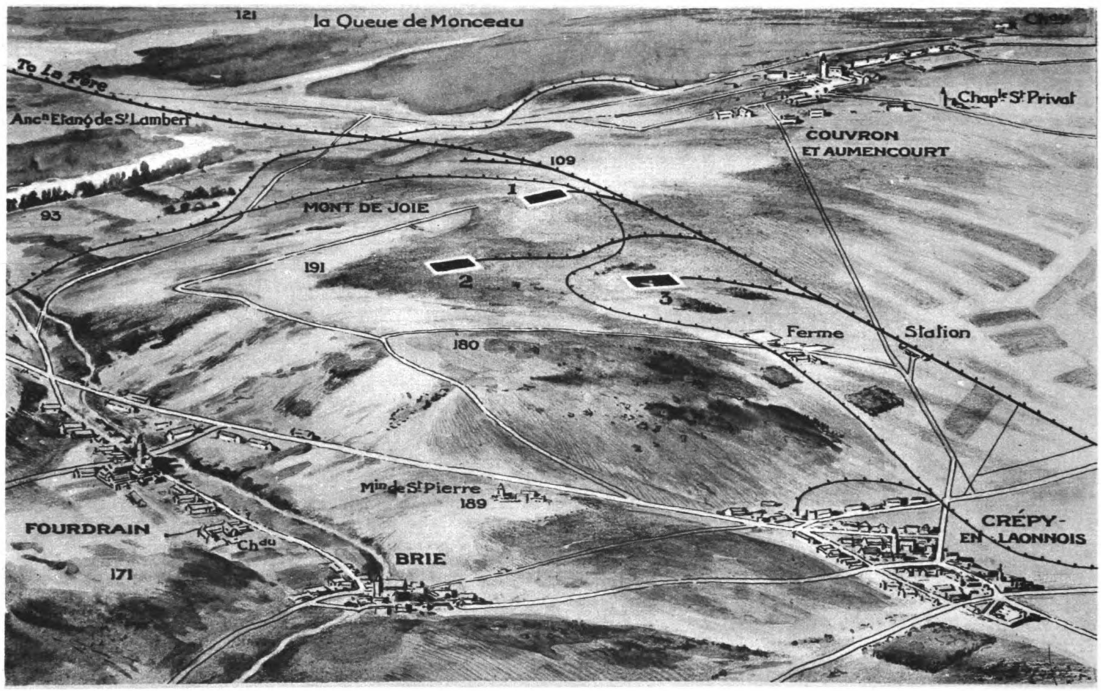


RECEIVING WIRELESS MESSAGES FROM AMERICAN AIRMEN IN FLIGHT: OPERATORS TAKING A COMMUNICATION TRANSMITTED FROM THE CLOUDS.

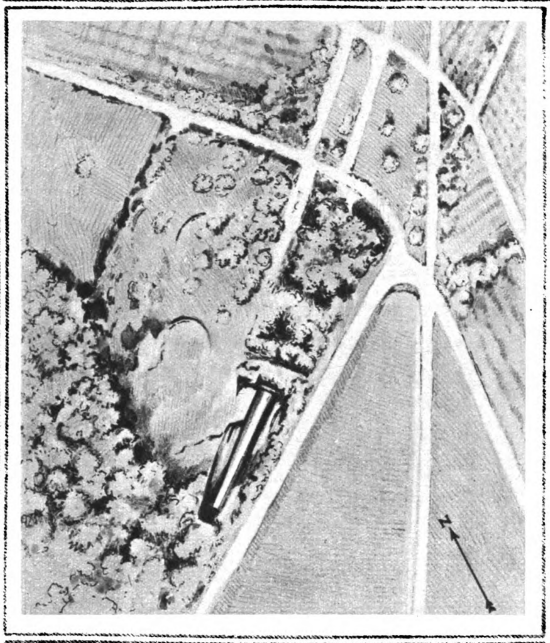
A correspondent with the American Army, writes on May 28: "Two German machines were brought down to-day by the Americans. Lieutenants Rickenbacker and Campbell attacked six enemy machines over the German lines. They drove down one out of control. Both these airmen are renowned for their daring." The French High Command expressed high appreciation of the exploit. The American front in France, it is said, now ranks third of the Allies in mileage, exceeding that held by the Belgians. M. Tardieu, the French High Commissioner to the U.S.A., recently stated that "the total figures of the American Army will amount on June 1 to more than 2,000,000 men. A new call for 1,000,000 will follow. Before midsummer the number of American troops at present in Europe will be doubled, and before the end of the year trebled."

SHELLING PARIS AT 74-MILE RANGE: "LONG BERTHA" SEEN FROM THE AIR.

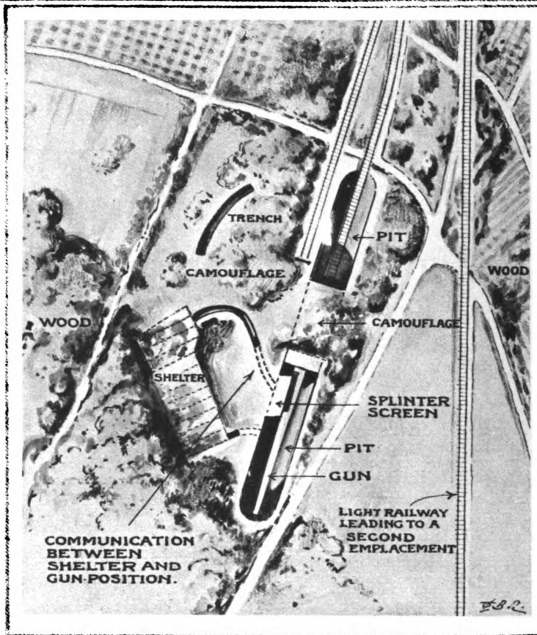
DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY "L'ILLUSTRATION."



THE GERMAN LONG-RANGE BOMBARDMENT OF PARIS AT A RANGE OF OVER 70 MILES: THREE POSITIONS OF SUPER-GUNS LOCATED BY FRENCH AEROPLANE-SCOUTS.



"LONG BERTHA" IN HER LAIR: A GERMAN SUPER-GUN AT CRÉPY—A FRENCH AIRMAN'S VIEW OF ITS POSITION.

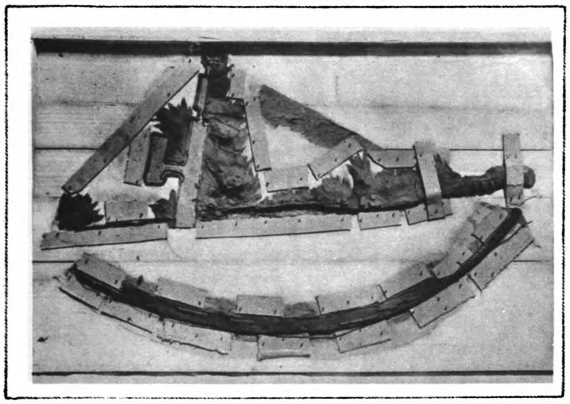


ONE OF THE GERMAN LONG-RANGE GUNS THAT SHELLED PARIS: AN APPROXIMATE RECONSTRUCTION OF THE CRÉPY EMPLACEMENT.

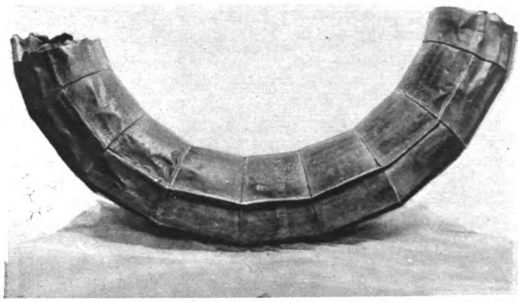
The bombardment of Paris by super-guns at a range of some 74 miles, which has recently been resumed after the first attack was silenced, has been one of the most dramatic surprises of the war. The first long-range shell fell in the city on March 23, but by the end of April the French artillery, guided by the observations of gallant airmen, who braved great peril to obtain their results, had succeeded, by persistent and brilliant efforts, in putting "Long Bertha," the nickname given to the new German super-guns, out of action, at least for a time. The positions of the first guns were located, almost as soon as they began to fire, on a slope of the Mont de Joie, which rises to the north-west of Crépy-en-Laonnois. They were about six miles from the French front, and thus well within range of the French heavy artillery, which on different dates achieved several direct hits. It has been surmised that the Germans have since placed new guns at double the distance (*i.e.*, about 12 miles) behind their front, and the task of the French gunners and airmen has consequently been made still more difficult. The above drawings are based on photographs taken from the air.—[*Drawings Copyrighted in the United States and Canada.*]

ZEEBRUGGE AND SEA-WARFARE MEMENTOS: WAR MUSEUM ADDITIONS.

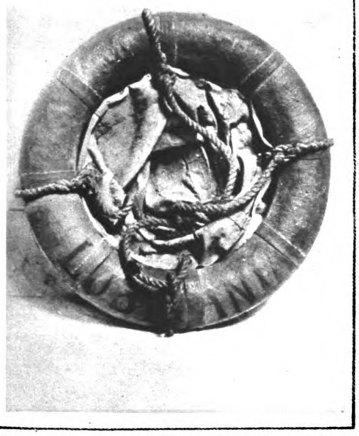
PHOTOGRAPHS BY SPORT AND GENERAL.



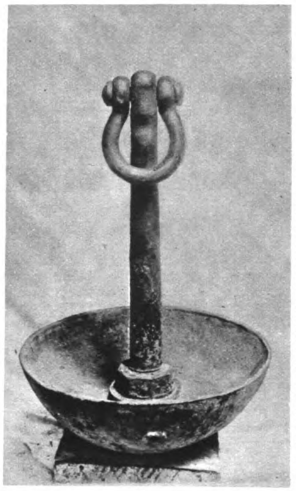
TESTIFYING TO THE COMPLETENESS OF THE PREPARATIONS FOR THE ZEEBRUGGE ATTACK: THE ORIGINAL PLASTICINE RELIEF-MAP OF THE HARBOUR.



A RELIC OF THE LATE LORD KITCHENER: A BROKEN SECTION OF A "CARLEY FLOAT" LIFE-RAFT FROM THE "HAMPSHIRE"



A RELIC FROM THE "LUSITANIA": A LIFE-BELT FROM THE TORPEDOED LINER.



FOR MOORING U-BOATS LYING ON THE SEA-BOTTOM: MUSHROOM ANCHOR OF "U.C. 5."



BUOY AND TELEPHONE INSCRIBED "U.C. 42 SUNK; PLEASE TELEPHONE SUBMARINE HEADQUARTERS, KIEL"



A TROPHY FROM A CAPTURE OFF HARWICH: NAME-PLATE OF "U.C. 5," WITH NAME OF BUILDERS AND THE VESSEL'S NUMBER.



A RELIC OF ZEEBRUGGE ATTACK: CONCRETE FROM THE MOLE, WHICH LODGED ON A FENDER OF THE "VINDICTIVE" WHILE ALONGSIDE.

As is done at Army Headquarters on the Western Front before Allied land offensives, so before the St. George's Day attack on Zeebrugge, a plasticine model of the Mole and harbour works was made for the naval forces, based on charts and aerial reconnaissance. An organised corps of clay-modellers are continually working for both Army and Navy, using photographs taken by aeroplane-camera, by means of which every detail of ground is reproduced in relief, showing fortification and contour, etc., of localities to be attacked. The Carley Float, in the second illustration, is a circular raft apparatus, buoyed up by a circular surrounding inflated supporting tube. All battle-ships and cruisers carry several.—Users of the "Lusitania" buoy would get within the circular float, the canvas inside supporting them, while the life-lines supported others outside.—The "U.C. 42" buoy is a German ante-war design, suggested by the fate of victims of accidents to earlier submarines.—A similar (but smaller) fragment of concrete from Zeebrugge Mole to that seen in the seventh illustration was shown the King at Chatham by a wounded man of the "Vindictive" in hospital, who had it as a souvenir—"to show I was there."

THE LAST OF THE ALBERT MADONNA: BRIT

DRAWN BY FRÉDÉRIC DE HAENEN FRO

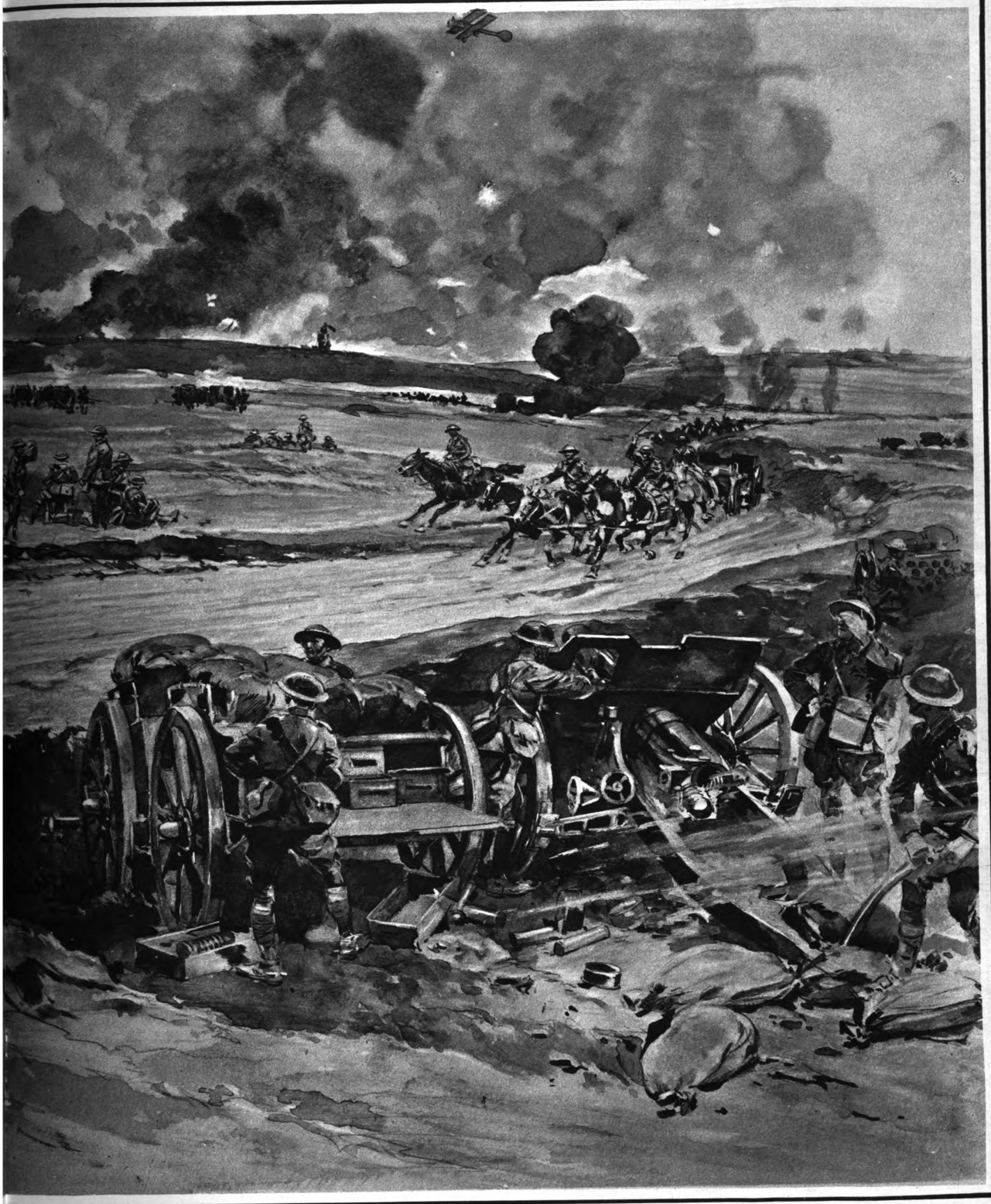


"THE LEANING STATUE OF THE MADONNA ON THE BROKEN TOWER OF ALB

Albert was the centre of heavy fighting during the German offensive which began in March. In our illustration (showing the scene at 3 p.m. on March 23), the top of the broken church tower, with the famous gilded figure of the Madonna, which fell a few days later, hanging downwards, is seen above the brow of a hill towards the right. On the extreme right in the distance is the neighbouring village of Dernancourt. From Albert itself, lying in a hollow beyond the hill, great clouds of smoke are rising, and further to the left is smoke from the fire of our 18-pounder batteries (in the middle distance) barraging the approaches to the river. On the extreme left, in the background, are some Nissen huts on fire, with the trees of Aveluy and the Pozières ridge beyond. In the air above are British aeroplane-scouts engaging German aeroplanes that headed the enemy's

SH ARTILLERY IN ACTION NEAR THE TOWN.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



RT HAS FALLEN": A DISTANT VIEW NEAR THE TOWN A FEW DAYS BEFORE.

advance. One German machine is seen falling in a trail of smoke and flame. The road across the picture is the track to Bouzincourt. In the foreground, on the right, is a British 4·5 howitzer battery in action, and on the left is a doctor attending to two wounded officers. Regarding Albert, Mr. Philip Gibbs wrote on March 27: "That poor stricken city of the Golden Virgin, head downwards, with the Babe in her outstretched arms . . . was yesterday in the centre of the fighting north of the Somme. . . . Our field-guns were passing below the outstretched arms of the Virgin, and companies of dusty, proud men of ours who took up positions beyond the town. . . . Yesterday afternoon the enemy opened a fairly heavy bombardment." A few days later it was stated: "The leaning statue of the Madonna has fallen."—*[Drawing Copyrighted in the United States and Canada.]*

SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK. THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS. BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453 & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

THE SAVING OF CLERICAL LABOUR.

UP to the outbreak of the war the clerking system in use in London and other English cities was, perhaps, the best in the world; and thousands of young men, able-bodied and intelligent, gave themselves up to the daily performance of duties, neither highly paid nor making great demands on their resourcefulness and initiative, which use and wont had made almost entirely mechanical. Most of these young men have now gone to the colours, and the filling of their places by women has revealed some unexpected defects in the system. The experience of bank managers, merchants, solicitors, and others all goes to show that clerking is a trade that wants an apprenticeship as much as any other, and that the untrained mind, whether male or female, cannot be trusted to make simple calculations, to keep accounts, to enter things in books, or even to address letters day after day with sufficient accuracy to make mistakes practically impossible. Hence the necessity of constant supervision of what may be called the lower strata of the clerical hierarchy; or, in other words, the engaging of two persons instead of one — one to do the work, and the other to see that he (or she) does it correctly.

This was the solution forced upon the Government when it was caught in the fateful August of 1914 utterly unprepared for war, and found itself face to face with the necessity of multiplying by the hundred, or even by the thousand, the *personnel* of its different Departments without having either the time or the means for scrutinising or sifting the capacities of the new recruits required for its army of clerks. The result has been that nearly every girl or woman between, say, the ages of eighteen and fifty with a smattering of education has been able to obtain employment as a clerk in one or other of the Government offices at salaries ranging from 24s. a week to £3; while those with a fair working knowledge of shorthand and typewriting have been able to command not less than two guineas a week from the start. A sprinkling of these have abundantly justified their appointments by rising to the occasion, and have quickly been caught up by their male chiefs as secretaries, supervisors, or even heads of subordinate organisations where order and method were the chief things required. The remainder have regarded their employment as a light and agreeable way of whiling away the time that would have otherwise been passed in the rather dreary round of duties and amusements in a suburban home, coupled with the satisfaction of the impulse to gregariousness, to conversation that to the male seems unnecessary and frivolous, and to the attention to trifles which has distinguished the females of our species in all ages since they first gathered round the trunk of the tree at the top of which dwelt our arboreal ancestor.



ON THE BRITISH WESTERN FRONT: NEWLY CAPTURED GERMAN PRISONERS HELPED OUT OF A VAN NEAR THE FRONT.—[*Official Photograph.*]

It is plain, however, to the unprejudiced observer that this state of things cannot possibly outlast the war. The State as employer of clerical labour has had the advantage of practically unlimited control of money, and has therefore been able to duplicate and reduplicate staffs, to provide superintendence, housing, canteens, medical attention, and the other mitigations of their lot summed up under the head of "welfare," which would be quite beyond the means of a private employer. Moreover, the male clerk will, as we all hope, before long return from the war, and will demand, at any rate, his share of the good things that are going, while perhaps acquiescing in a certain amount of dilution by women's labour in the lower walks of his profession. This again will mean an increased drain on the purse of his employer, and a great part of the money to fill it is now being fired away in the flats of Flanders. It seems therefore that we shall have, whether we like it or not, to proceed further on the path already pointed out to us by the copying machine, the typewriter, and the shorthand machine, and to call in machinery to supersede in some sort clerical labour, or, at any rate, to enable one clerk to do the work of six.

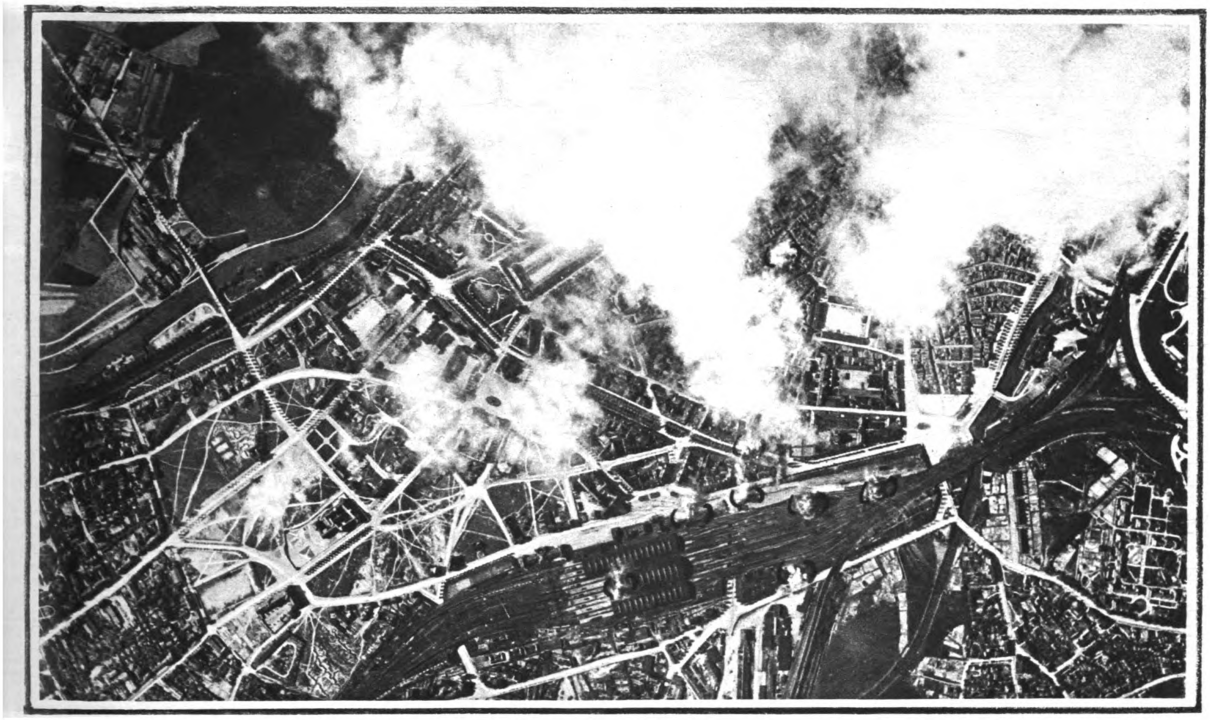
How far this is practicable is shown by an article by Mr. Schwenke in the *Electric Railway Journal*, in which he describes the machines in use at the offices of the Milwaukee Electric Railway and Light Company, which numbers, it is said, some 65,000 employees of one sort or another. Besides the calculating machines which have already made their way into some of our more go-ahead banks, he tells us of a machine which not only separates notes from coin, but sorts the different values of this last into bags all ready for the bank; of others which will prepare automatically pay-sheets for 4000 officials and a great crowd of workmen; of others which will address envelopes; and of yet others which will record, fold, seal, and stamp letters to the number of 100,000 per month, and which only demand the occasional care of one man. All of these machines seem to be driven by electricity, of which the company can, of course, make free use. Electricity, indeed, is probably the best substitute that can be found for the human clerk, and its capacities as such have not yet received anything like full development. Possibly the next move will be so to adapt it to the typewriting machine that we may dispense with the clumsy compressing a spring by hand at the end of each line and releasing it by jerks at the printing of each letter in the next. If for this could be substituted an easy, continuous movement, writing would have no terrors for anybody. F. L.



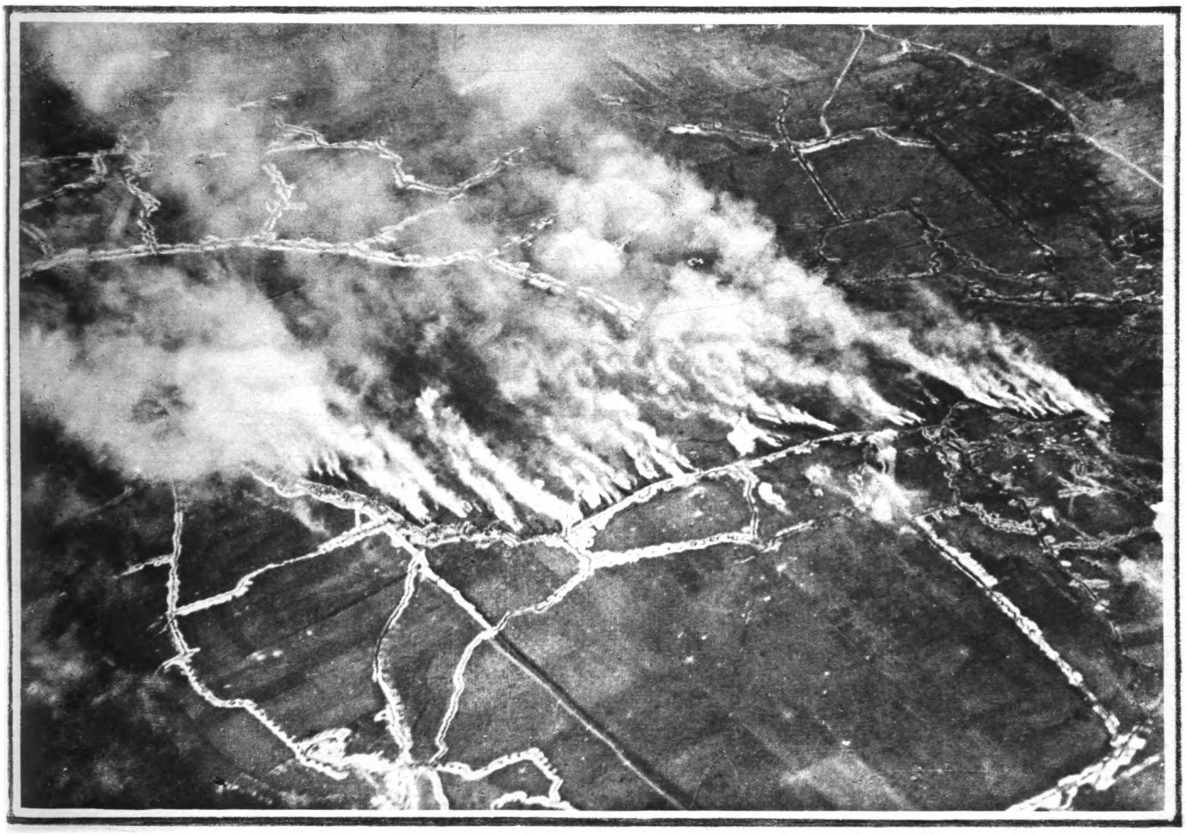
ON THE BRITISH WESTERN FRONT: NEWLY CAPTURED GERMAN PRISONERS SERVED WITH TEA AND BREAD. *Official Photograph.*

BRITISH BOMBING OF GERMANY; AND A BRITISH GAS-ATTACK.

BRITISH OFFICIAL PHOTOGRAPHS.



BRITISH BOMBS BURSTING ON AND ABOUT THE MAIN RAILWAY STATION AT METZ: AN AERIAL PHOTOGRAPH SHOWING EIGHT EXPLOSIONS.



A BRITISH GAS-ATTACK ON THE WESTERN FRONT: AN R.A.F. AERIAL PHOTOGRAPH (OBLIQUE) SHOWING THE BEGINNING.

The first photograph was taken by a British airman, flying at a considerable height, while our airmen were dropping bombs on and about the main railway station at Metz, on May 17 last. The white masses in the upper part of the picture are light clouds between the airmen and the town. Eight bursts are seen (marked by brackets)—one can be seen on the station roof; five are amidst the vital junction of lines to the right; two are in the centre of the town. The excellent practice made by our airmen is obvious.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ELLIOTT AND FRY, E. O. HOPPÉ, LAFAYETTE, HERBERT, DEBENHAM, BROOKE HUGHES, DEBENHAM AND GOULD, L.N.A., RUSSELL, AND DOROTHY HICKLING.



SURG. ALFRED LESLIE PEARCE GOULD,
R.N. Third son of Lieut.-Col. Sir Alfred Pearce Gould. Had done valuable service since 1914



CAPT. WILLIAM G. D. G. RORISON,
Highland Light Infantry. Son of the late Dean Rorison, of Perth. Served through the South African War.



LIEUTENANT EARL M. HAMMER,
United States Army. Son of Mrs. W. Hammer, of San Francisco, California. Officially reported shot while fighting an enemy airman.



2ND LIEUT. ALAN KITE,
Royal Air Force. Officially reported as having died from injuries received while flying. Aged 18.



CAPT. TEMPEST HICKS, M.C.,
Lancers. Was awarded the Military Cross, and also the Croix de Guerre, for valuable services in the field.



MAJOR CHARLES CLARK, M.C.,
Royal Field Artillery. Eldest son of Mr. and Mrs. James A. Clark, of Thorley, near Bishop's Stortford. Won the M.C. at Gallipoli.



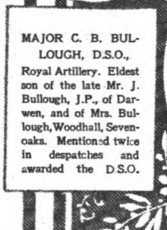
LIEUT.-COL. J. V. P. O'DONAHOE,
Canadian Forces. Previously reported wounded and later, as having died from wounds received in action.



CAPT. AND ADJT. CHARLES ALLEN HINTON, M.C.
Royal Engineers. The youngest of four soldier-sons of Mr. William Hinton, Ribbesford, Lancaster, holding commissions.



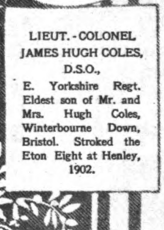
LIEUTENANT STANNUS GEOGHEGAN,
Argyll and Sutherland Highlanders. Elder son of Lieut.-Colonel S. Geoghegan, C.B., Indian Army. Died of wounds.



MAJOR C. B. BULLOUGH, D.S.O.,
Royal Artillery. Eldest son of the late Mr. J. Bullough, J.P., of Darwen, and of Mrs. Bullough, Woodhall, Sevenoaks. Mentioned twice in despatches and awarded the D.S.O.



MAJOR H. P. BERESFORD POER,
Royal Horse Artillery. Son of Mr. G. Beresford Poer, of Ardmore, Co. Waterford, Ireland.



LIEUT.-COLONEL JAMES HUGH COLES, D.S.O.,
E. Yorkshire Regt. Eldest son of Mr. and Mrs. Hugh Coles, Winterbourne Down, Bristol. Stroked the Eton Eight at Henley, 1902.



HON. PHILIP G. J. FITZALAN-HOWARD,
Welsh Regiment. Younger son of Lord Howard of Glossop, and only son of the present Baroness. Died of wounds.



CAPT. AND ADJT. R. N. BION, M.C.,
Sherwood Foresters. Awarded the Military Cross for bravery in the field. Killed in action.



2ND LIEUT. GODFREY L. H. EGREMONT,
Manchester Regt. Youngest son of the Rev and Mrs. H. E. Egremont, Southsea. Killed while flying in France.



ACTING CAPTAIN A. H. SMYTH,
Royal Navy. Has been officially reported as having died at sea on board a vessel which had been torpedoed and sunk by the enemy.



2ND LIEUT. L. N. KNOTT,
London Regt. Son of Mr. A. B. Knott, of Lombard Street, E.C. Had seen service in Gallipoli, Egypt, and France.



2ND LIEUT. W. A. FLEET,
Grenadier Guards. Son of the late Col. A. F. F. Fleet, late Superintendent of Culver Military Academy, Indiana, U.S.A., and of Mrs. Fleet.

Harrods

SPECIAL OFFER OF TEA SETS

In Harrods Famous Electro Plate. For Immediate Delivery.

A fine Selection of Trophies and Cups for Inter-Company Competitions.



The Artistic Mounting of War Relics and other Souvenirs a Speciality.

P.S. 4691.—Superfine Electro Plate on Nickel Silver.

	2 pts.	1½ pts.	1 pt.	
TEAPOT	£2 4 0	£1 19 0	£1 15 6	Any piece may be had separately.
SUGAR BASIN ..	1 5 0	1 0 0	16 0	
CREAM JUG ..	1 1 0	17 6	13 6	
Complete Set ..	£4 10 0	£3 16 6	£3 5 0	

Hot Water or Coffee Jug to match (1½ pts.), £2 15 0

Silver and Cutlery Department, Ground Floor.

HARRODS Ltd — *Woodman Burbidge Managing Director* — LONDON SW 1



Satisfied

It is a common experience for a mother to try several foods for her baby before finding the right one.

Savory & Moore's Food has so often proved to be the only Food baby could take, though many others were tried, that it has very special claims to be regarded as the "right" food, and the mother who decides to give it a trial will find baby will take to it at once, and thrive so well on it that there will be no need to make a change, and she will be relieved of further anxiety.

Of all Chemists and Stores.

SAVORY & MOORE'S FOOD



The OUTDOOR WORKER has no time to bother with umbrellas — she knows she gets complete protection from fog, damp, or rain, by wearing A "Cravenette" (Regd) SHOWERPROOF.

OBTAINABLE FROM LEADING DRAPERS, OUTFITTERS, &c.
If any difficulty please write
The CRAVENETTE CO., Ltd., (Dept. 25), Well Street, BRADFORD.

Reg'd Trade Mark Cravenette PROOFED BY The Cravenette Co Ltd

LOOK FOR ABOVE STAMP. NO GUARANTEE WITHOUT.

BDA

GAMAGES

A House which is Renowned the world over for Quality and Service.



WOUNDED OFFICERS
We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

HOLBORN, LONDON, E.C.1

THE "SUMMER" TRENCH COAT

(*As illustration*).

This coat is made from a specially prepared fabric scientifically treated by a new process. Rainproof to a degree hitherto unattainable, smartly cut and well tailored. Light in weight. Lined same material as outside of coat and interlined oiled fabric. All sizes in stock. Perfect fit guaranteed.

PRICE **70/-** POST FREE U.K.

READ THIS TESTIMONIAL.

4/3/18

MESSRS. A. W. GAMAGE,

SIRS,—I should be obliged if you would quote me for cleaning and re-proofing the Trench Coat which I purchased from you last June (1917).

I may say that I have had this coat on Active Service since July, and have given it pretty hard wear, and, with the exception of being dirty, it is still as good as the day I bought it.

It has never let the rain in, and is a comfortable and serviceable garment—easily the best of several of which I have had.

Yours faithfully,
(Signed) W. G. A.
B.E.F. (France).

Naval & Military Catalogue Post Free.

TERMS—NETT CASH.

R.A.F. Uniforms to order. Patterns and Prices Post Free.

LITERATURE.

Sea-Salt and R.N.R. Heroism.

"To those who have served with me, as a tribute to their good fellowship and general kindly manliness," are the words of the "Dedication" of Mr. John S. Margerison's new war-book of naval adventures in the war, "The Hungry Hundred" (Pearson). To the active service sailorman—"Navy Jack"—as the author explains in his first chapter, "Royal Naval Reserve men are ordinarily known as 'The Hungry Hundred,' otherwise the 'Rockies.'" How one scratch pack of them, collected from all over the Three Kingdoms, comprising all callings, both shore and sea-going, were moulded into shape entirely by the sympathetic, tactful handling of a naval Lieutenant, is an object-lesson of itself. How the pick of them—sixteen ex-Navy men, all with a shady past in the service before the war—became the heroic officer's "blood-brothers" even to death, constitutes the exciting and fascinating story of the book. Their "licking into shape," from the first muster-ground "shoaling" of a new draft, to their going on board ship, is a tale of rapidly moving episodes. Thenceforward come exciting adventures thick and fast, all actually true, and connected with recorded happenings of the war. They are retold with the skill of an A1 literary craftsman and eye-witness. The torpedoing, for instance of the three great British cruisers, which Mr. Margerison renames the *Egypt*, the *Mogul*, and the *Cretan*, is an episode everyone will recognise; also the sinking in fight of the two armed liners *Alps* and *Alabama*, while engaged with a German ocean-raiding corsair, named the *Essen*.



IN THE ROYAL ACADEMY: "THE MAJESTY OF MOTHERHOOD," BY ANDREA C. LUCCHESI.

Finally, we have the heroic self-sacrifice and fight to the death of the destroyer *Stiletto*, as the author names the vessel. That, in fact, is the most thrilling and Homeric episode of Jutland Battle; true to the life in detail, with only names altered. "The Hungry Hundred (R.N.R.)" makes up a stirring and noble story from end to end.

"The Great Conflagration."

It would seem possible, after perusing the pages of the Countess Olga Leutrum's remarkable book, "Court and Diplomacy in Austria and Germany: What I Know" (T. Fisher Unwin), to find the chief causes of all the horror of to-day in the innate brutality of the Germans, their insatiable land-hunger, their lack of all sense of honour or even common honesty, with regard to any person or nation appearing to stand in the way of their aggrandisement, and the unscrupulous methods adopted by them in their desire to dominate the world. As the author is the daughter of an Austro-Hungarian diplomatist and a Russian Princess "of cosmopolitan upbringing," she had exceptional opportunities of knowing how things were shaping themselves for the Great War.

Mixing freely in Court and diplomatic society, and gifted with keen insight into the real meaning of all that she heard and saw—and, be it added, an unqualified frankness in expressing her views—the author treats, with merciless candour, of persons, and with intimate knowledge of affairs, and in a hundred phrases paints personages, and suggests the purpose and policy of the war conflagration. Living in an atmosphere "saturated with international politics," the Countess writes with inside knowledge, of the Austrian Court, of Russian life, and of many prominent personalities in high diplomatic circles, and the keynote of her book may be found in her intense dislike of and bitter contempt for everything that is characteristically German. As a record of a woman's life in circumstances almost unique, which brought her into the society of many famous figures in the diplomatic world, the personal interest of the book is exceptional, and not the less so because the author writes, as she declares, of what she knows, not merely from hearsay but from personal and often painful experience.



THE FIRST INSTANCE OF A KHAKI FIGURE IN STAINED GLASS: A MEMORIAL WINDOW TO THE LATE MAJOR A. T. SAULEZ, R.F.A. This window, placed in the parish church of Willingale Doe in memory of the Rector's son, Major Arthur T. Saulez, R.F.A., a very gallant officer, killed near Arras last year, is a tribute from the officers and men of his battery. It was unveiled by Sir William Robertson. The window is by Mr. Felix Joubert, and is the first example of one introducing a figure in khaki uniform—a modern counterpart to those of mediæval warriors.



"Ensign"
Photography

means picture-making with British Made apparatus and materials *throughout*

"ENSIGN" ROLL FILMS will fit *any* Roll Film Camera and give the finest results.

"ENSIGN" CAMERAS are made for use with films or plates in all sizes from Vest-Pocket to Post-Card.

PRICES FROM 10/- UPWARDS

Sold by all Photographic Dealers.

HOUGHTONS LTD *Manufacturers* · 88-89 HIGH HOLBORN · W·1



Cameron
Safety Self Fillers

WITH J NIB — For those whose handwriting is bold and broad.

HINDOO NIB — For all those who incline on the side of the pen when writing.

WAVERLEY NIB — Modelled on the world renowned steel WAVERLEY.

BANKERS NIB — Long-pointed and flexible — for fine and clear writing.

NORMAL NIB — For all who have not formed an attachment to any of the others.

Illustrated Catalogue from Stationers, or

MACNIVEN & CAMERON, LTD.
CAMERON HOUSE
26-28 ST BRIDE ST.
LONDON, E.C. 4

EDINBURGH — WAVERLEY WORKS, BLAIR ST.
GLASGOW — 13 W. REGENT STREET
BIRMINGHAM — WAVERLEY PEN WORKS
PARIS — KIRBY, BEARD & CO., 5 RUE AUBER



AERTEX CELLULAR
Defies King Sol and Boreas

Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in **Aertex** Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in **Aertex** Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.



ILLUSTRATED PRICE LIST of full range of AERTEX Cellular goods for Men, Women and Children **SENT POST FREE ON APPLICATION TO THE**

CELLULAR CLOTHING CO., LTD. FORE STREET, LONDON, E.C.2

A Selection from List of Depots where Aertex Cellular goods may be obtained:

LONDON.—Oliver Bros., 417, Oxford St., W.
" Robert Scott, 8, Poultry, Cheapside, E.C.
ABERDARE.—J. W. Morris, Commercial St.
BARNSLEY.—Turner & Charlesworth, Cheapside.
BATH.—Crook & Sons, 22, High St.
BEDFORD.—J. & A. Beagley & Co., 5, High St.
BELFAST.—Anderson & McAuley, Ltd., Donegall Pl.
BIRMINGHAM.—J. Wormington, Worcester St.
BLACKPOOL.—J. Whitehead, Abingdon St.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
BRIGHTON.—G. Osborne & Co., 50, East St.
BRISTOL.—G. Standerwick, Triangle, C'ton.
BURY (LANCS.)—S. B. Ambler, Bolton St.
CAMBRIDGE.—A. Bodger & Co., Sidney St.
CARDIFF.—E. Roberts, Ltd., 30, Duke St.
CARLISLE.—J. Huthart & Co., Ltd., 5 & 6, Green Market.
CHELTENHAM.—Cavendish House Co., Ltd.
CHESTERFIELD.—H. J. Cook, High St.
CHORLEY.—Ditchfield Meggitt & Co., Market St.
CORK.—J. Hill & Son, 25, Grand Parade.
COVENTRY.—Hayward & Son, 17, Broadgate.
CREWE.—J. R. Kilner, 13, Earle St.
CROYDON.—Pickford & Newton, 112, George St.
DARLINGTON.—Waites & Sons, King's Head Htl. Bldgs.
DERBY.—W. N. Flint, 14, James St.
DEVIZES.—M. Sloper & Co.
DONCASTER.—A. Gamman, 24, High St.
DOVER.—J. Falconer & Sons, 17, Bench St.
DUBLIN.—H. E. Taaffe, 27, Up. Sackville St.
DUNDEE.—Draffen & Jarvie, Ltd.
EASTBOURNE.—Bobby & Co., Ltd., Terminus Rd.
EDINBURGH.—Stark Bros., 9, South Bridge.
ETON.—F. C. Devereux, 127, High St.
EXETER.—E. Sebley, High St.
FARNHAM.—H. K. Bentall, 18 & 20, Boro'.
FOLKESTONE.—Lewis, Hyland & Linom.
GLASGOW.—Pettigrew & Stephens, Sauchiehall St.
GLOUCESTER.—C. Morgan, Bank Bldgs.
GRANTHAM.—Tryner Lynn, 70, High St.
GRAVESEND.—T. Smith, 30, New Rd.
GREENOCK.—Alex. Niven, 6, West Blackhall St.
GRIMSBY.—J. W. Garrard, 102, Cleethorpe Rd.
HALIFAX.—R. Hume, 12, Commarket.
HANLEY.—J. E. Carhart, 38, Piccadilly.
HARROGATE.—W. G. Allen & Son, 6, Prospect Crest.
HASTINGS.—Lewis, Hyland & Co., 213, Queen's Rd.
HUDDERSFIELD.—W. H. Dawson, 22, New St.
HULL.—T. Gillett, King Edward St.
HYTHE.—J. C. Cole, 15, High St.
ILFORD.—A. Shorland, Ltd., 187, High Rd.
ILFRACOMBE.—J. Pugsley & Son, 21, High St.
IPSWICH.—J. H. Grimwade & Son, Cornhill.
JARROW.—H. Golder & Co., 76, Ormonde St.
KEIGHLEY.—F. Pearson, 25, Low St.
KENDAL.—R. W. & T. K. Thompson, 44, Finkle St.
KING'S LYNN.—Jones & Dunn, 26, Market Place.
KINGSTON-ON-T.—P. Harrison, 10, Thames St.
LANCASTER.—R. Stanton, 17, Cheapside.
LEAMINGTON.—Nevill Strange & Co., Parade.
LEEDS.—Hyam & Co., Ltd., 43, Briggate.
LEEK.—J. Sutton, 15, Stanley St.
LEICESTER.—T. E. Snowden, 6, Gallowtree Gate.
LEIGH.—W. Ince, 20, Market St. & 17, Bradshawgate.
LIVERPOOL.—Watson Prickard, 16, N'th John St.
LLANDUDNO.—H. A. Shilton, Lloyd St.
LONDONDERRY.—Irvine & Co., Ltd.
LYMINGTON.—Elliott & Son, High St.
MAIDSTONE.—H. Taylor, 34, Week St.
MANCHESTER.—G. W. Rickards, Old Millgate.
MANSFIELD.—J. C. Bradley & Co., Church St.
MATLOCK.—Marsdens (Drapers) Ltd.
MELTON MOWBRAY.—W. Barnes & Co., Market Pl.
MERTHYR TYDVIL.—R. T. Jones & Co., Market Sq.
MEXBORO'.—R. Brown, 47, High St.
MIDDLESBORO'.—A. W. Foster, 74, Linthorpe Rd.
MINEHEAD.—W. Holloway, 16, Parade.
MONTROSE.—J. Clark, 20, George St.
MORETON-IN-MARSH.—Strong Bros.
MORPETH.—Armstrong & Angus, 9, Bridge St.
NANTWICH.—Stretch & Harlock.
NEWARK-ON-TRENT.—Ernest Randall.
NEWBURY.—H. C. Count, The Bridge.
NEWCASTLE-ON-T.—Emerson Robson, 74, Grey St.
NEWCASTLE (STAFFS.)—Henry White.
NEWPORT (Mon.)—Nott Bros, Ltd., 52, Commercial St.
NEWPORT (I. W.)—G. B. Purkis & Son, St. Thomas Sq.
NOTTINGHAM.—Dixon & Parker, Ltd., Lister Gate.
OXFORD.—W. E. Fayers, 12, Queen St.
PLYMOUTH.—Perkin Bros., 13, Bedford St.
PORTSMOUTH.—E. C. Bentall, 102, High St.
PRESTON.—R. Lawson & Sons, 131, Fishergate.
RAMSBOTTOM.—W. Barlow, Bridge St.
READING.—Reed & Sons, Ltd., 99, Broad St.
ROTHERHAM.—F. Gilling, College St.
RUNCORN.—A. Dodd & Co., Regent St.
ST. HELENS.—Smith's, 51, Church St.
SALISBURY.—Larkam & Son, Canal.
SHERINGHAM.—Temple Bros., 48, High St.
SHEFFIELD.—Colver & Co., Ltd., Market Pl.
SOUTHAMPTON.—Batten & Sons, Above Bar.
STOCKPORT.—W. C. Fleming, 10, Underbank.
TORQUAY.—J. F. Rockbey, Ltd., 49, Fleet St.
WARRINGTON.—J. E. White, 22, Sankey St.
WEDNESBURY.—E. P. Brown & Co., Ltd.
WESTON-S.-MARE.—E. Hawkins & Co., 71, High St.
WIGAN.—Jackson & Smith, 42, Wallgate.
WOLVERHAMPTON.—Hyam & Co., Ltd., Dudley St.
YORK.—Anderson & Sons, 33, Coney St.

CONDENSED MILK.

WITH reference to an article on this subject that appeared in our issue of May 11, entitled "The Nutriment of a War Food," we have received some letters from the Nestlé and Anglo-Swiss Condensed Milk Company, 6-8, Eastcheap, London, E.C., criticising some of the statements of our contributor. We may point out that he mentioned no particular brand by name, and explained that various brands vary considerably. We have pleasure, however, in giving publicity to Messrs. Nestlé's views. They write as follows: "He [our contributor] says that the Government somehow forgot to set up any standard for tinned milk, while punishing dairymen detected in the act of watering fresh milk. If he had referred to the Sale of Food and Drugs Act, 1899, he would have found that 'the words "Machine-skimmed Milk" must appear "printed in large and legible type" on every tin of condensed machine-skimmed milk.' This law is enforced all over the kingdom. We, as makers of the best full-cream milk, have nothing to complain of in that respect, although we have always contended that it would have been better if the word 'machine' had been omitted, because some of the more ignorant members of the public are apt to suppose, we believe, that 'machine'-skimmed means a quality superior to 'skimmed' pure and simple; in other words, they look upon it as meaning something very much like 'untouched by hand.'

"What your contributor means by saying that preserved milk is generally but erroneously called condensed, we cannot imagine. Ordinary sweetened condensed milk is condensed by removing a great part of the water of the original milk, in the manner explained in the enclosed booklet, 'The Preparation of Condensed Milk.' Your contributor should procure Dr. Coutts's Report to the Local Government Board on an Inquiry as to Condensed Milks; with special reference to their use as infants' foods, 1911.

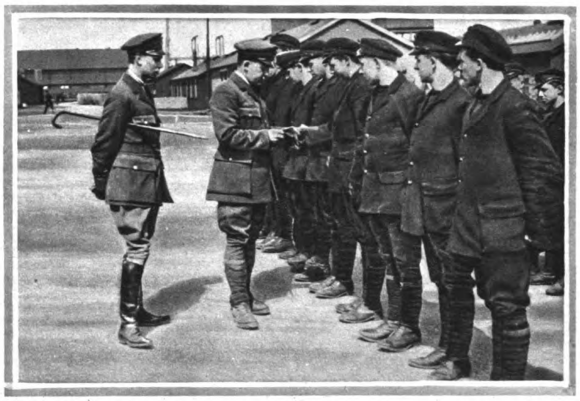
"As regards a mother starving her child to death in a few weeks by feeding it on condensed milk, she might do this if she were foolish enough to use machine-skimmed milk, but if she uses full-cream milk, she will find her child thrive astonishingly. For specimens of infants reared on Nestlé's Milk, we refer you to our 'Baby Book 1917' enclosed, a copy of which we should be glad to send to any of your readers. It also contains a report reprinted from *Truth*, giving a trustworthy account of visits to several of our English factories where both sweetened and unsweetened condensed milk is prepared."

In a later communication, the Nestlé Company says: "One of the mistakes made by your contributor is that saccharine is used in the production of condensed milk. The sugar used is employed solely as a preserving agent, and not as a sweetening agent, the desire being to use as little sugar as possible so that the milk shall not be too sweet. Consequently the inclusion of saccharine would not have the desired effect, as it is purely a sweetening, and not a preserving agent. The unsweetened variety of condensed milk is preserved exclusively by sterilisation."

"The truth is that there is hardly another food on the market which the public can buy with such absolute confidence that it is what it is represented to be, and should be, as condensed milk, if they will only see that it is a standard brand of full-cream milk. The composition of this is no secret. It can be found in any handbook such as Moor and Partridge's 'Aids to the Analysis of Food and Drugs.'

"Neither is the process of milk condensing a secret. It was patented in England as long ago as 1835, and condenseries were established here between forty and fifty years ago. Hundreds of members of the medical profession, including some very distinguished ones, have seen the process carried out from beginning to end, and are well aware of the thoroughness of the precautions taken to ensure the purity of the product.

"Your contributor recommends boiling the diluted condensed milk before it is given to infants. We recommend the boiling of the water used for diluting the milk, but not of the diluted milk itself. This would not be advisable. If you would like to designate a member of the medical profession to inspect one of our condenseries on your behalf, we shall be happy to make the necessary arrangements."



THE KING'S SECOND SON ON SERVICE: H.R.H. PRINCE ALBERT, CAPTAIN IN THE ROYAL AIR FORCE, AT AN INSPECTION OF HIS COMMAND.

During the earlier part of the war, Prince Albert served in the Grand Fleet, and was present at the Battle of Jutland, being commended in Lord Jellicoe's despatch for his services. Owing to two breakdowns of health at sea, he transferred to shore duty, and joined the Royal Air Force, in which he now holds rank as Captain.—[*Official Photograph.*]

In these days of stress and anxiety, a safe and pleasant tonic is of even more than usual value, and it is not surprising to know that Newman's Fortreviver Liqueur Tonic, recently introduced, has proved an instant success. It has been analysed by the editors of various medical journals, and pronounced a food composed of concentrated fruit juices, and therefore, a valuable asset to the nation. It is, moreover, of entirely British manufacture

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."
PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 18s. 9d.
	Six Months, £1 8s. 3d.: or including Christmas Number, £1 10s. 7d.	
	Three Months, 14s. 1d.: or including Christmas Number, 16s. 6d.	
CANADA.	Twelve Months (including Christmas Number),	£3 0s. 11d.
	Six Months, £1 9s. 3d.: or including Christmas Number, £1 11s. 8d.	
	Three Months, 14s. 7d.: or including Christmas Number, 17s. 0d.	
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number),	£3 5s. 3d.
	Six Months, £1 11s. 5d.: or including Christmas Number, £1 13s. 10d.	
	Three Months, 15s. 9d.: or including Christmas Number, 18s. 2d.	

ROBINSON & CLEAVER'S
IRISH LINEN
Handkerchiefs, Table - Linen, House - Linen, Shirts, Collars,
AT MAKERS PRICES
Write for samples and Price List, sent post free.
Robinson & Cleaver
40D, Donegall Place
LONDON BELFAST LIVERPOOL

SIR JOHN BENNETT, LTD.,
£3 : 0 : 0 IN STRONG SILVER CASE



ACCURATE RELIABLE
The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.
£3 : 0 : 0
A large selection of other varieties from **£2** to **£6**
WATCHES, CLOCKS, & JEWELLERY of every description.
ILLUSTRATED CATALOGUE POST FREE.
SIR JOHN BENNETT, LTD.,
65, Cheapside & 105, Regent Street, London.

PATRONIZED BY ROYALTY · RECOMMENDED BY THE MEDICAL PROFESSION ·



The All-British
ADAIR GANESH PREPARATIONS
92, NEW BOND ST., LONDON, W.
'Phone—GERRARD 3782
5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.
Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6
Ganesh Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6
Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 5/6, 9/6, 12/6.
Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.
ADVICE GRATIS. WRITE FOR FREE BOOK.

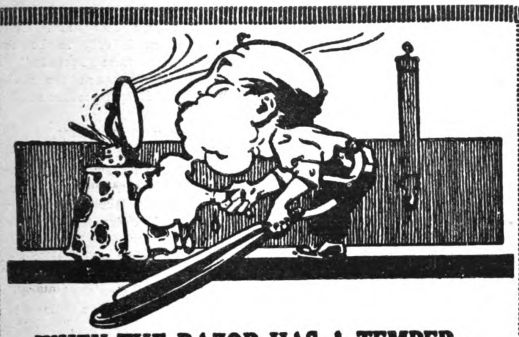
For your Infant or Invalid
Benger's Food is appetising and delicious. Even the milk used to prepare it is made lighter and easier to digest!
In the tin one food may look like another, but there the resemblance of any other food to Benger's ends.
BENGER'S Food
while being prepared becomes blended into a dainty cream *by a gentle first process of digestion*, self-contained in the Food.
To this, and to its great nutritive power, Benger's owes its unique position as "*the Food the Doctor orders.*"
From an M.D., M.R.C.P., F.R.C.S.
"I am a Specialist in Diseases in Children, and am using Benger's Food extensively in my practice."
Benger's Food is sold in tins by Chemists, etc., everywhere.
Full particulars and directions with each tin. Sole Proprietors and Manufacturers:
BENGER'S FOOD, LTD. —— Otter Works —— MANCHESTER, England.
Branch Offices: NEW YORK 90 Beekman Street. SYDNEY 117, Pitt Street. Depôts throughout CANADA.
2256



TO ENSURE A Perfect Complexion
use La-rola, the one reliable and never-failing preparation for protecting the skin from the scorching rays of the sun. It instantly allays all irritation, gives an exquisite sense of freshness, and safeguards the user against the attacks of sun or wind, keeping the face and skin delightfully cool and clear. The soothing effect of
BEETHAM'S **La-rola**
(The best substitute for Glycerine)
upon chafed, sun-burnt, or otherwise irritated skins must be experienced before any true conception of its value can be obtained. A little rubbed into the face morning and evening serves as an excellent skin food, softening and strengthening the delicate tissues, and removing the dust and dirt to which the face is constantly exposed.
In bottles, from all Chemists & Stores, 1/1½
PALE COMPLEXIONS
may be greatly improved by just a touch of "LA-ROLA Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT!
Boxes 1/-



M. BEETHAM & SON,
CHELTENHAM, ENGLAND.



WHEN THE RAZOR HAS A TEMPER—

Coax it. Stropping and honing will not always work the spell.

Coax your razor with effective lather—lather that's rich, creamy; lather that doesn't quickly fade.

In other words, the cure for "Razor Temper" lies in the use of

PRICE'S
REGINA
SHAVING STICK
(One Shilling.)
REGINA RULES THE BEARD!



Made by
PRICE'S, BATTERSEA, S.W. 11.



For FLOOR Coverings

TRELOAR'S
DUROLEUM
Patterns cannot wear off.
A remarkable Floor Covering in various designs.
Call and inspect, or Write for Prices of all Carpets.

Specialists for 80 Years

68, 69, 70, LUDGATE HILL, LONDON, E.C. 4.

2016

Delta

ONE leg men can buy single War Time boots, rights or lefts, at half the cost of a pair at the shops appointed in every district to sell Delta.

Should one of these shops not have a boot that fits comfortably in stock, it can get one by return of post from the Delta factory.

These boots are made the Government way, official No. WTIC, of black glacé kid leather with substantial soles. A pair costs 26/3, a single 13/2, laces extra

The same shops sell also Delta War Time boots and shoes for women at Government prices; boots 22/- a pair, shoes, 18/-, laces extra.

Lotus Ltd, Stafford
Makers of Delta and Lotus Boots
City Telephone
London Wall
6989



Illustrated Naval or Military Catalogue Post Free on request



Every Burberry Garment bears a Burberry Label.

THE 1918 BURBERRY
The New Naval Weatherproof

Combines to perfection the most distinctive qualities of a Burberry safeguard—double protection over vital areas, resistance to wet and cold, lightweight, self-ventilation, and durability.

Burberry Weatherproofs are in a different category from rubber-proofed or oilskin garments; the latter, by excluding air, cause moisture to condense on the inside, which is more dangerous than the effects of rain.

Burberry Weatherproofs ventilate naturally through their texture, so that, while efficiently weather-resisting, they are thoroughly hygienic and comfortable in all temperatures and climates.

Officers' Complete Kits in 2 to 4 Days or Ready to Put on.

During the WAR BURBERRYS CLEAN and RE-PROOF Officers' Burberry Service Weatherproofs FREE OF CHARGE.

BURBERRYS Haymarket LONDON S.W. 1
8 & 10 Boulevard Malesherbes PARIS; also Provincial Agents

CHESS.

TO CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

J POULSEN (Brixton).—Much obliged for problem, but it is too easy for our use. We cannot reply by post.

R C DURELL (France).—We shall be very pleased to receive the new problem you mention.

J FOWLER.—If you will furnish us with further particulars, we will endeavour to trace the game to which you refer.

CHESS IN AMERICA.

Game played at the Pittsburgh Chess Club, between Messrs. RUBERI and SCHROEDER.

(*Vienna Game.*)

WHITE (Mr. R.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th
2. Kt to Q B 3rd	Kt to K B 3rd
3. B to B 4th	Kt to B 3rd
4. P to Q 3rd	B to Kt 5th
5. B to K Kt 5th	Kt to Q R 4th

Various continuations have been tried here, but none of them seems satisfactory. The text-move in this case commits Black to the exchange of Knight for Bishop, which is entirely to the advantage of his opponent.

6. B to Kt 3rd	Kt takes B
7. R P takes Kt	P to Q 4th
8. B takes Kt	P takes B
9. P takes P	Q takes P
10. Q to B 3rd	Q to B 4th

Q takes Q would leave Black with two Bishops against two Knights, which usually is worth accepting. The isolated position, however, of his K R constitutes a weakness for such an ending.

11. Kt to K 2nd	R to K Kt sq
12. P to R 3rd	B to K 3rd
13. K to Q sq	

A far-sighted move, played with excellent judgment. At first it seems to lead straight into danger, but its ultimate goal at Q Kt 2nd proves a veritable stronghold for White's King.

13.	Castles
14. K to B sq	P to B 4th
15. R to K Kt sq	K to Kt sq
16. R to R 4th	B to Q 2nd
17. R to Q R sq	R to Kt 4th
18. P to Q 4th	

A very skilful combination begins with the sacrifice of this Pawn.

18.	P takes P
19. Q to B 4th	Q R to Kt sq
20. R to Q sq	R takes P
21. R takes Q P	B takes Kt
22. P takes B	Q to K 2nd
23. K to Kt 2nd	B to B 3rd
24. Kt to Kt 3rd	P to Q R 3rd
25. Q takes P	R to Kt 4th
26. Q to B 4th	P to K R 4th
27. Q R to Q sq	P to R 5th
28. R to Q 8 (ch)	K to R 2nd
29. Kt to B 5th	Q to B 4th
30. Kt to K 3rd	R to Kt 8th
31. R takes R	R takes R
32. Q takes Q B P	R to Kt 4th
33. Kt to B 4th	P to R 4th
34. Kt to Kt 6th	Resigns.

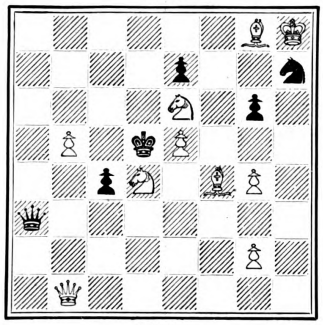
A very well-contested game on both sides. Black has now to give up his Queen for Rook and Knight.

CORRECT SOLUTIONS OF PROBLEM No. 3780 received from J B Woodthorpe (Vancouver, B.C.) and J B Camara (Madeira); of No. 3781 from J B Woodthorpe; of No. 3782 from J B Camara; of No. 3783 from G F Berry (Frankfort, U.S.A.), R C Durell; of No. 3784 from R C Durell and F Armstrong (France); of No. 3785 from H S Brandreth (Weybridge), Captain Challice (Great Yarmouth), Jacob Verrall (Rodmell), J Isaacson (Liverpool), G Sorrie (Stonehaven), F Drakeford (Brampton), and M L Wing.

CORRECT SOLUTIONS OF PROBLEM No. 3786 received from R B G (Bishops Stortford), A W Hamilton Gell, J C Stackhouse (Torquay), C F Way (Ainsworth), J Fowler, G Stillingfleet Johnson (Cobham), J S Forbes (Brighton), H S Brandreth, H Grasett Baldwin (Farnham), A A H (Bath), C A P, Rev. Prebendary Wynne Willson (Hereford), J Isaacson, G Sorrie, and F Willis (Stratford).

PROBLEM No. 3786.—BY T. KING-PARKS.

BLACK.



WHITE.

White, to play and mate in three moves.

SOLUTION OF PROBLEM No. 3785.—BY H. F. L. MEYER.

WHITE	BLACK
1. K to R 5th	Kt to Kt 6th
2. B to B 8th, etc.	

If Black play, 1. Kt to B 7th, then 2. R to Q R 7th, and mates next move.

THE PLAYHOUSES.

"THE MAN FROM TORONTO," AT THE ROYALTY.

AN old story will always serve in the theatre if it is told in a fresh way, so that "The Man from Toronto" is none the worse for having a heroine who follows the example of Goldsmith's Kate Hardcastle. In a sense, of course, Fergus Wimbush is fooled not only by the "parlour-maid," but by all his stage-associates; and there is a telling moment in the play when he rounds on them all and threatens to leave them in the lurch. The trifle obtains the best of acting from a cast which includes three such favourites as Miss Iris Hoey, Mr. George Tully, and Mr. Eric Lewis. The last-mentioned needs only to be himself to please; Mr. Tully's "Man from Toronto" is as full-blooded as was his Brigadier from the ranks in "General Post"; while Miss Hoey's parlour-maid is as sweet and fragrant as a nosegay.

"TAILS UP," AT THE COMEDY.

All sorts of tales are told in Mr. Hastings Turner's musical entertainment, "Tails Up," the author constructing his revue ingeniously out of the idea—as old as Boccaccio—of a party of people amusing each other with stories while they are isolated from the world owing to a visitation of nature; in this instance, however, they are no further from their homes than a cab-shelter, and nothing worse is happening outside than a thunderstorm. The only disadvantage of the scheme is that the entertainment seems cut up into very small bits. The music is bright, and the dances brisk; Mr. Arthur Playfair is allowed quick changes in such rôles as those of a sergeant-major drilling soldiers in Shakespeare, or a burlesque Charles Hawtrey missing his way from "The Naughty Wife" and getting into the drama of "The Knife"; Miss Marie Hemingway makes herself generally and delightfully useful; Miss Teddie Gerard wears fine costumes and sings songs dashingly; and Miss Phyllis Monkman, with some clever interludes of burlesque Cockney portraiture, dances in her own inimitable fashion.



ENEMY AIRCRAFT REPORTED APPROACHING: MEN OF AN ANTI-AIRCRAFT AUTOMOBILE SECTION TURNING, ON A SUDDEN ALARM, TO MAN THEIR GUNS.—[*Canadian War Records.*]

GLOBEOL

The Ideal Tonic

CONVALESCENCE
ANÆMIA
NEURASTHENIA
OVERSTRAIN



Globéol is a complete treatment for Anæmia. It imparts strength and vigour to the system, shortens the period of convalescence and gives a feeling of well-being and perfect health.

Globéol is a splendid tonic in cases of nervous exhaustion; it nourishes and regenerates the nerves, tones up the grey matter of the brain, increases nerve force, and augments the capacity for intellectual work.

Globéol is a safeguard against disease, as it increases the power of resistance of the system.

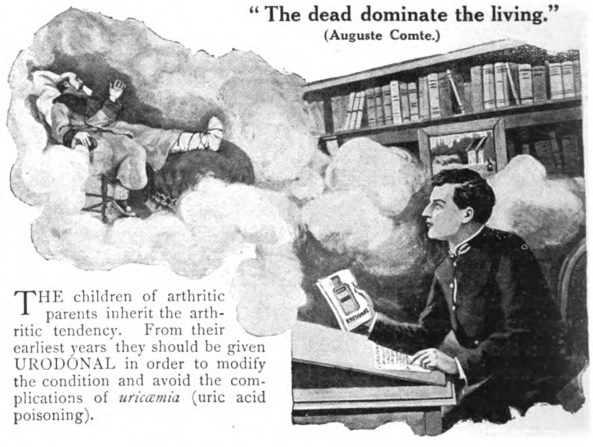
"That is how I manage to keep my nerve and avoid accidents; Globéol gives me the necessary strength and powers of resistance."

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

URODONAL

Combats Hereditary Arthritism.

"The dead dominate the living."
(Auguste Comte.)



THE children of arthritic parents inherit the arthritic tendency. From their earliest years they should be given URODONAL in order to modify the condition and avoid the complications of *uricæmia* (uric acid poisoning).

GOUT, GRAVEL, STONE, SCIATICA, NEURALGIA, RHEUMATISM, ARTERIO-SCLEROSIS.

MEDICAL OPINION:

"In whatever spot of the body it may be located, uric acid cannot possibly resist the powerful dissolving and eliminating action of URODONAL. This agent chases the uric acid from all its strongholds: from the muscular fibres of the digestive system; from the sheaths of the arteries; from the pores of the skin; from the pulmonary alveoli; and from the nerve cells. The beneficial effects of this cleansing process of the system—which unites and epitomises so many therapeutic indications—are thus plainly apparent."

DR. BETTOUX,
Medical Faculty of Montpellier.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 and 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W. 1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.

Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

Agent for Australia and New Zealand: BASIL KING, Malcolm Buildings, Malcolm Lane, Sydney (Box. G.P.O. 2259).

Sub-Agents for India, Burma and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.



CHIN-CHIN!!

this Glass Lemon is just top-hole — keep on sending it, for it's a thirsty job out here.

TRUST the "Boys" to know a good thing, and their demand for Freemans Glass Lemon is so insistent that we have decided to reserve the whole of our output for the Soldiers and Sailors.

This being so, it will not, for the present, be possible to obtain Freemans Glass Lemon at home. No one will grumble or begrudge our fighting men as much as they can get of this handy, delicious lemonade. It's so easy for them to make, so refreshing and healthful.

FREEMANS

GLASS LEMON

can be obtained in all Canteens and Messes, and is lemonade in powder form, requiring no sugar—simply add cold water.

THE WATFORD MFG. CO., LTD.,
BOISSELIERS (Boy-sel-e-a) CHOCOLATES, VI-COCOA, & FREEMANS FOOD PRODUCTS.
DELECTALAND, WATFORD, ENGLAND.



Freemans FOOD PRODUCTS

MADE IN DELECTALAND

453

Don't ask for just "Egg Powder"

—get the *real thing* whilst you're at it!

IF you go into the grocer's and simply say: "Give me a tin of egg powder" you may be satisfied—or you may not.

But go boldly into the shop and ask for "a tin of GOODALL'S Egg Powder," and you *know* exactly what a good thing you are getting.

You will be getting the Egg Powder the best homes all over the country are using to tame the present flour into something like behaviour;

—You will be getting the kind the big cookery schools have *tried* and *proved* by dozens of critical tests and experiments and are now using in almost every recipe to save time and eggs and money;

—You will be getting the kind about which Miss ELSIE MARY WRIGHT, "Cordon Blue," medallist of the National Training School of Cookery, Domestic Editress of "Everywoman's Weekly," etc., etc., has written:

"With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty . . . . its great advantage over other Egg substitutes is that it contains a minimum of Baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates."



Elsie Mary Wright "Cordon Bleu" Medallist of the National Training School of Cookery; Domestic Editress "Everywoman's Weekly," &c., &c., and one of the best known cookery experts in London

CONSIDERING all these things, don't you think it would be just as well in future to *insist* on GOODALL'S Egg Powder? Please write us if your Grocer is out of stock or isn't up-to-date enough to have it yet.

Large **1½**d. packets; **7**d. and **1/2** tins.

Goodall, Backhouse & Co., Leeds

THE CHRONICLE OF THE CAR.

Electric Starting and Lighting.

I have been very much interested in reading, in the correspondence columns of the *Autocar*, of the experiences of car-owners with dynamo lighting and starting sets. To judge by some of these experiences, electric installations on the car do not give uniform satisfaction, since one or two correspondents do not seem to be able to say a good word for them. The principal complaint is against the accumulators, which are alleged to spill their acid all over the place, and are, so it seems, unreliable at their best. I must say I am a little surprised to read of these experiences, because I have had, I think, more to do with electric light and starting installations than most motorists, and I have yet to be seriously let down by their default. My first real experience with electric light was gained in the old days when we carried a set of accumulators which had to be charged off the car—there was no such thing as a dynamo installation then—and I must say that the system had marked disadvantages as well as recommendations. Its chief merit was its cleanliness and ease of lighting up. There was no messing about in the dark with acetylene generators which would do anything but generate a gas that would burn; but, on the other hand, the accumulators had a nasty habit of petering out ten miles from anywhere just when a good light was most needed. Still, I am not certain I should not prefer the risk of that rather than I would go back to the acetylene lighting of the time. True, acetylene lamps and generators have been improved out of knowledge, and dissolved acetylene has done away with generator troubles altogether where that source of light is in use. But, as regards the latter, it is open to the very same objection as the accumulator installation—that one can easily be caught with an empty cylinder miles from the nearest depôt. Otherwise, it is eminently satisfactory in use.

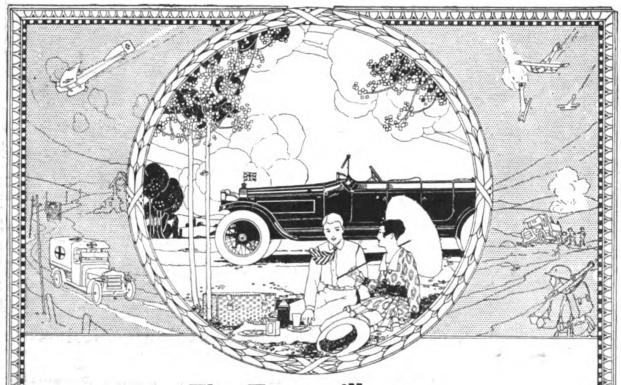


A POPULAR CAR IN A HISTORIC VILLAGE: A CROSSLEY IN LYDFORD.

The Crossley car passing through Lydford village, as seen in our picture, is in pleasant contrast to the famous "Lydford law," and also an agreeable reminder that the country season is here, although touring facilities are necessarily curtailed.

Later, I acquired a car with a C.A.V. dynamo set, and in something like fifteen thousand miles of driving, all the year round, I never was let down on a single occasion. I forget for the moment how many bulbs were expended, but I know it was very few indeed. Then I had an American car with lighting and starting set, and drove it for about nine months until the outbreak of war. Again I had no trouble of any sort, though I must say I expected the accumulators to let me down after I had put an ammeter in the starting circuit one day, and read the record of the appalling discharge rate. However, they stood up to their work well, and, as far as I could see,

[Continued overleaf.



The Time will come

DIFFICULT as it is to direct one's thoughts away from Armageddon, it is permissible to peep into the future and anticipate some of the joys that the blessings of peace will bring. The time *will* come when petrol restrictions will be no more, when motoring will be enjoyed by many thousands who have now no thought but for helping to win the war.

When those happy days arrive the Daimler Company will resume the production of those motor-cars of surpassing excellence which, together with the Daimler Sleeve-Valve Engine, have created a world-wide reputation for Reliability, Silence, Power, Refinement and Efficiency.

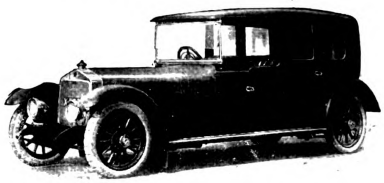
THE DAIMLER COMPANY, Ltd., Coventry.

Daimler

The Result of Experience.

MORE than twenty years' experience in the building of Motor-Cars has resulted in placing the Lanchester Car in an enviable position of superiority and leadership. The Lanchester post-War Car will be the embodiment of this experience, and may be fully relied upon to maintain the reputation created by its predecessors.

Will you register your name for particulars when we are free to send them?



LANCHESTER

London Address :— 95 New Bond Street, W.

Rowland's Kalydor

Cools and **Refreshes** the **Face, Hands,** and **Arms** of Ladies and all exposed to the

HOT SUN AND DUST.

Prevents and removes **Freckles,** Tan, **Sunburn,** Redness, and **Roughness** of the **Skin,** cures and heals all Cutaneous Eruptions, Prickly Heat, &c. Produces

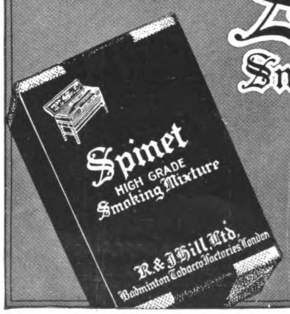
SOFT FAIR SKIN

and a lovely delicate complexion; it imparts natural **Whiteness** to the **Skin,** unobtainable by any other means. Sold in 2/6 and 5/- bottles by stores, chemists, and

ROWLANDS, 67, Hatton Garden, London

The SUPER Pipe Tobacco

Spinet Smoking Mixture



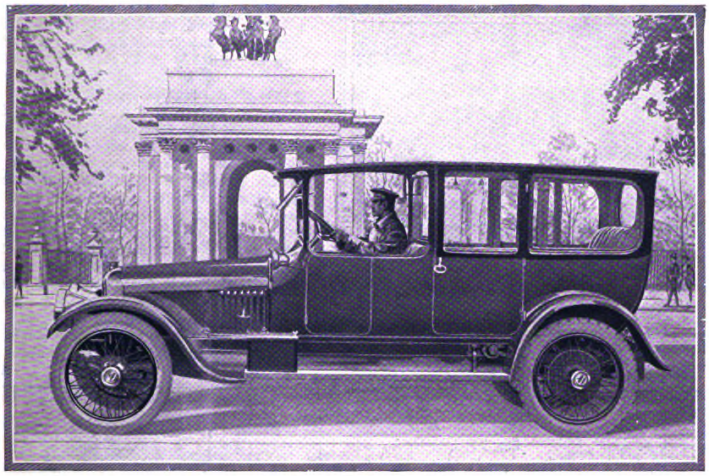
Soft and Smooth to the Palate
Fine Natural Flavour
1/11 for 2 oz.

R & J. HILL LTD.
The Spinet House, LONDON.

Post it to Pullars

That tailor-made Costume, Golf or Sports' Coat which has become soiled or faded. It can either be successfully cleaned or dyed, and Pullars' will advise you which is best. Send to any Pullar Branch or Agent, or post direct to——— PULLARS'

Cleaners & Dyers Perth



THE VAUXHALL-PEMBROKE LIMOUSINE

exemplifying fine coachwork on a fine chassis

Vauxhall
THE CAR SUPREMEXCELLENCE

Vauxhall motor-carriages

are built for connoisseurs, who can appreciate the finer achievements of automobile engineering.

Connoisseurs look for distinctive performance, which is the outcome of distinction in design. An instance of distinctive performance is the behaviour of the 25 h.p. Vauxhall staff cars employed in France, in the Balkans, in Italy, Egypt, Palestine and Mesopotamia.

They look also for distinctive appearance. Fine bodies are built for Vauxhall chassis, because any other kind would be incongruous with the exceptional quality of the machine.

Orders for Vauxhall motor-carriages can be booked now for after-war delivery. Allow us to send you waiting-list and other particulars, together with a copy of "Letters from the Front," an illustrated war brochure which tells how the Vauxhall has become known as

"The finest car on active service"

VAUXHALL MOTORS LIMITED
174-182 Great Portland Street, London, W.1
Admiralty & War Office Contractors

"BEAUTIFULLY COOL AND SWEET SMOKING"

Player's Navy Cut Tobacco

Packed in varying degrees of strength to suit every class of smoker.

	PER OZ.
Player's Gold Leaf Navy Cut Player's Medium Navy Cut Player's "Tawny" Navy Cut	10½d.

PLAYER'S "WHITE LABEL" NAVY CUT PER OZ. 9½d.

Also PLAYER'S NAVY CUT DE LUXE (a development of Player's Navy Cut)

PLAYER'S NAVY CUT REGISTERED No 19604

Packed in 2 oz. and 4-oz. airtight tins at 2/1 and 4/2 respectively.

Player's Navy Cut Cigarettes

HAVE A WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco and sold in two strengths

MILD AND MEDIUM.

MILD (Gold Leaf)	MEDIUM
100 for 5/4; 50 for 2/8	100 for 4/3; 50 for 2/2½
24 for 1/3; 12 for 7½d.	20 for 10½d.; 10 for 5½d.

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES.

These Cigarettes (and Tobacco) are also supplied at DUTY FREE RATES for the purpose of gratuitous distribution to Wounded Soldiers and Sailors in Hospital.

Terms and particulars on application to

JOHN PLAYER & SONS, Nottingham.

P730 Branch of the Imperial Tobacco Co. (of Great Britain and Ireland) Ltd.



On the Alert!

How much we owe to the ceaseless watch kept by our magnificent Navy! Save for a very rare "tip and run" exploit, the enemy must keep his ships safe in harbour behind his minefields. His submarines, out to "sink without trace," meet their reward at the hands of our Navy.

Vigilance & Efficiency

are the watchwords of the Navy — without these qualities, satisfaction is never attained, whether in warfare or commerce.

Wood-Milne

British-made Motor Tyres

are subject to scrutiny that never slackens. Faults cannot escape the eye of the "look-out."

Therefore, in buying Wood-Milne British-made Tyres, you take the minimum risk of getting anything but the best.

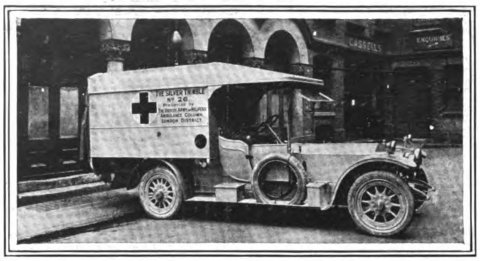
WOOD-MILNE, LIMITED
21, ALBION ST., GAYTHORN, MANCHESTER
Telegrams: "Widnilln," Manchester. Telephone: 8774 City (3 lines).
London, Preston, Leeds, Birmingham, Bristol, Newcastle, Glasgow, Dublin, Belfast, &c.; Calcutta, Bombay, &c.

Continued.]

were in first-class condition when I parted with the car. During the war I have again had considerable experience of lighting sets, and, as I have had no trouble with them, I am naturally inclined to believe that the dynamo set, as fitted to-day, is at least as reliable as any other part of the car. Of course, it requires intelligent and careful treatment. Too many car-owners cultivate the habit of thinking that, as long as the dynamo functions well and they get their light when the switches are "put on," there is no need even to go near the accumulator-box. Then, one day when the light fails, they curse the principle instead of their own neglect of elementary precaution. For my own part, I would not instal on a car of mine any but a good electric system. Well treated, it gives satisfaction far ahead of any other lighting method. Neglected or abused, it will give the same measure of dissatisfaction that is to be obtained from any other system subjected to the same treatment. That seems to me to be all there is in the argument, *pro* and *con*.

Motoring after the War.

Perhaps naturally, the question is being asked whether or not motoring will return to its pre-war conditions when we have beaten the Hun and secured what we hope will be a lasting peace. I confess that it requires the optimistic temperament to answer affirmatively, but still I am inclined to give that answer. No doubt our motoring, like everything else, will cost us more; but that conditions will be prohibitive I refuse to believe. As a matter of fact, if it were practically possible for the Government to remove existing restrictions now—which it is not—the conditions would certainly be onerous, in consequence of the inordinate price of fuel, but just as certainly not absolutely prohibitive. Apparently, it is this matter of the cost of petrol which frightens people; but it should be remembered that, as Sir Marcus Samuel told us a long time ago, the market price of petrol is what it will fetch. When the war is over, it is obvious that the cessation of the demands of the State will automatically reduce prices to somewhere near the pre-war level, and that without the probable development of home resources. No; I certainly refuse to believe that motoring is in the slightest danger of extinction. On the contrary, I think that, when peace is firmly established, there will be a very strong tendency towards the complete motorisation of all our transport. As to that, I think there is no room for doubt in the mind of anyone who has thought about future transport at all. W. W.



A "SILVER THIMBLE" AMBULANCE CAR FOR LONDON: A ROLLS-ROYCE.

The "Quiver" Army of Helpers for the "Silver Thimble Fund" have presented to the London Ambulance Column of the British Red Cross the handsome and well-equipped Ambulance Car seen in our photograph. The presentation was made by Sir Arthur Spurgeon, Managing Director of Messrs. Cassell and Co., Ltd., who was supported by Mr. Herbert D. Williams (Editor of the "Quiver") and Lady Spurgeon. More than a thousand silver thimbles were received, a thousand ounces of silver, and a hundred ounces of gold.

THE EQUABLE TEMPERAMENT

Persons with an unstable nervous system are apt to suffer from sleeplessness and bear worry and anxiety badly. The man with an equable temperament bears the losses and takes the gains of life with equanimity, while the nervous man is apt to be depressed without due cause.



'BYNOGEN,' the concentrated and easily digested nutrient introduced by Allen & Hanburys Ltd., assists the repair-rate of nerves, brain and muscles, and has a beneficial effect in cases of nervous dyspepsia. 'BYNOGEN' consists of pure milk protein, with organic phosphates, and a specially prepared extract — in a soluble form — obtained from selected whole wheat and malt.

'Bynogen' Trade Mark
Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

ALLEN & HANBURYS Ltd.
Lombard Street, London, E.C. 3

Established in the City of London, A.D. 1715
B 50

SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET Co
18 MOORGATE STREET LONDON EC

LLOYD'S EUXESIS IN TUBES, 1s. 6d. & 3s. each
THE ORIGINAL
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP WATER OR BRUSH.
Put a Tube in your Kit Bag
The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK
We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory *From all Chemists, Hairdressers, &c.*
Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.

HIMROD'S ASTHMA CURE
HIMROD'S CURE FOR ASTHMA
the surest, quickest remedy for Catarrh, Ordinary Colds and Asthmatic troubles. The standard remedy for over 40 years.
At all chemists 4/3 a tin.

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS
Sketches and Designs for all purposes.

MILLIONS OF PEOPLE
FLORILINE FOR THE TEETH.
have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.
Also put up in Powder form.
Absolutely BRITISH. Why not give it a trial?



BEWARE OF Umbrellas made on Foreign Frames
THE VITAL POINT in an UMBRELLA is THE FRAMEWORK
INSIST ON HAVING
FOX'S FRAMES for UMBRELLAS & SUNSHADES
ENTIRELY BRITISH MADE.
LOOK FOR THESE MARKS
S. FOX & Co LIMITED
PARAGON
ON THE FRAME.
Purchase BRITISH Goods and Refuse all Substitutes



Lace-trimmed Blouses

We are exhibiting, in the Balcony Salons at the Linen Hall, some charming blouses for Summer Wear, including beautiful models in Crêpe-de-Chine, Georgette, Voile and Silk.

No. I.L.N. 607.—Blouse in white voile, trimmed small tucks, inlet Valenciennes lace back and front, and small tucks. Sizes, 13-14½. Our own make 19/11
O. S. 2 - extra.

Write for a copy of our Summer Catalogue sent post free on request.

Robinson & Cleaver Ltd
THE LINEN HALL
REGENT STREET LONDON W. 1.

MAZDA
To obtain the utmost possible light at the lowest possible cost, see that you use only Mazda *Drawn Wire* ELECTRIC LAMPS
BRITISH MADE

For cleaning Silver, Electro Plate &c
Goddard's Plate Powder
Sold everywhere 6d 1/ 2/6 & 4/6.

Carter's Little Liver Pills keep your Liver busy and active



If the liver is right you will always be cheery and well. The first thing a doctor always asks about is the bowels. Carter's keep the bowels in good order.

Don't wait to be bilious. Keep **Carter's Little Liver Pills** handy and stop the first symptoms of bile. Good for Children.

For Constipation
Biliousness
Sick Headache
Torpid Liver
Indigestion
Dizziness
Nervousness
Loss of Appetite
Sallow Skin

But be sure they *are* Carter's.

GENUINE must bear signature

Brent Good

Small Pill, Small Dose, Small Price.

JEWSBURY & BROWN'S Oriental Tooth Paste
Tubes 1/- Pots 1/6 2/6

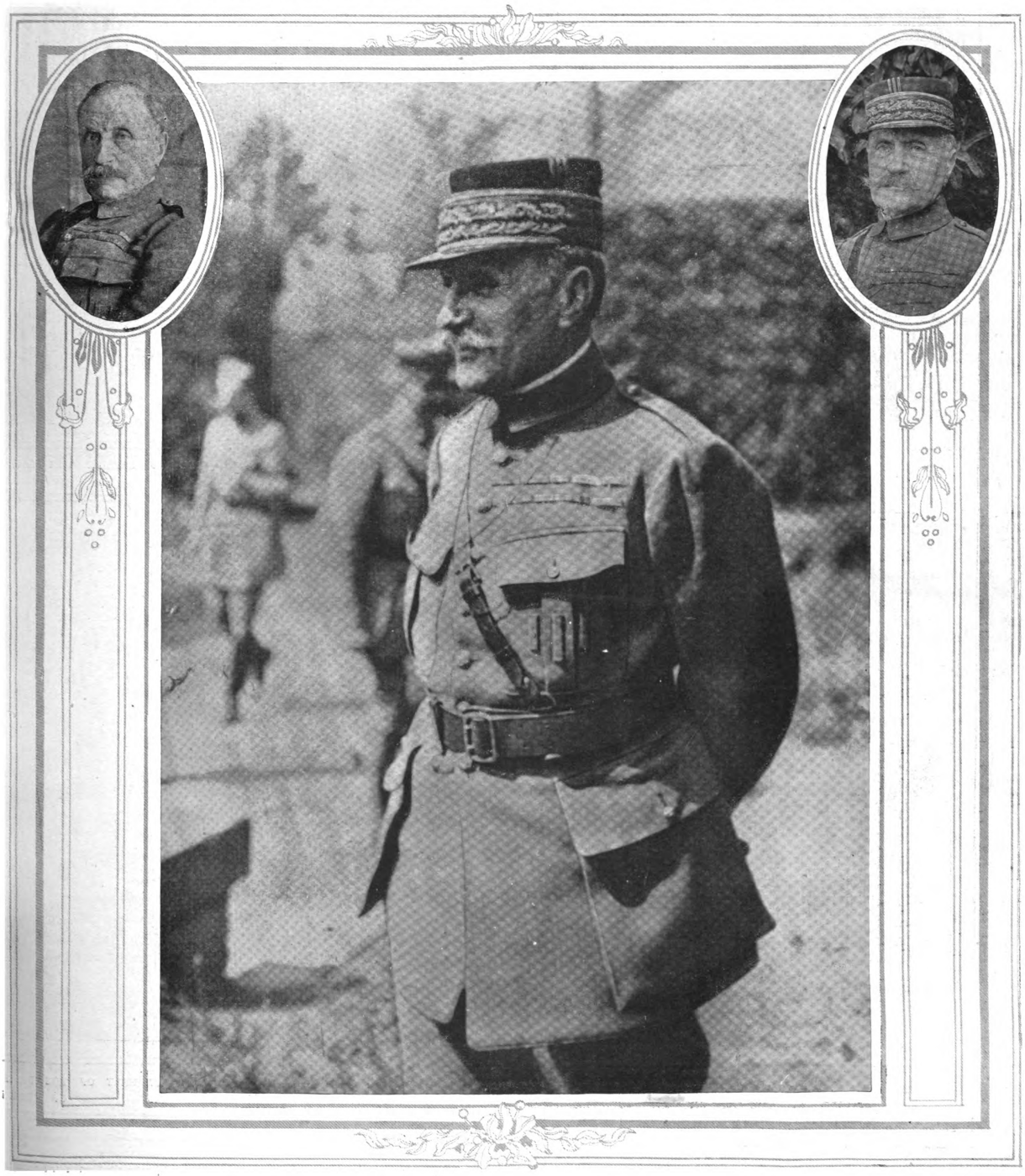
LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C. 2.—SATURDAY, JUNE 8, 1918. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4130. - VOL. CLII. SATURDAY, JUNE 15, 1918. ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.

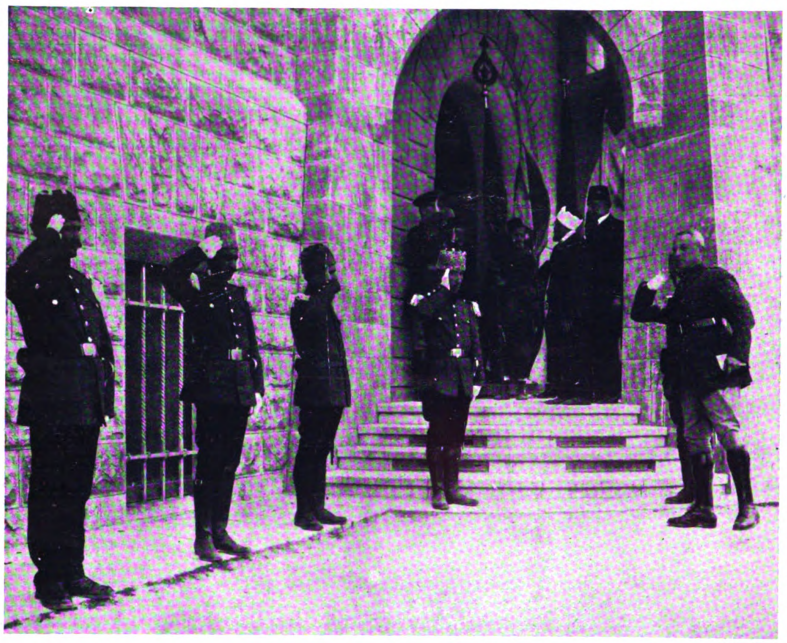


A LEADER IN WHOM THE SUPREME COUNCIL HAS COMPLETE CONFIDENCE: GENERAL FOCH.

"General Foch enjoys to such a degree the confidence of the Allies that yesterday they wished that their unanimous confidence in him should be expressed in the communiqué." So the French Premier, M. Clemenceau, stated in the Chamber of Deputies on June 4. The passage referred to was in these words: "The Supreme Council has complete confidence in General Foch." The same communiqué also stated: "Everything possible is being done to sustain and support the Armies in the Field. Arrangements for unity of command have greatly improved the position of the Allied Armies, and are working smoothly and with success." General Foch was officially appointed "Commander-in-Chief of the Allied Armies in France" on April 14. "The widest powers," it was stated, "have been given to General Foch in order that he may act, and that his actions will not be questioned."

FRENCH OFFICIAL PHOTOGRAPHS.

FOR THE FIRST TIME SINCE THE ALLIED OCCUPATION



RECEIVING THE GOVERNOR'S SALUTE: THE SACRED BANNERS (AND GUARD OF HONOUR) AT THE GOVERNOR'S QUARTERS—READY TO START.



PARADED TO RECEIVE THE SACRED
BEDOUIN



ONE OF THE PRINCIPAL FLAGS IN THE PROCESSION ON THE WAY TO THE DAMASCUS GATE: THE BANNER OF "THE YOUTHS OF JERUSALEM."



THE FIRST HALT OF THE PROCESSION
OF HEBRON CL

A great annual religious celebration takes place at Jerusalem every Easter—the five-days' Moslem pilgrimage to the Tomb of Moses, which is traditionally sited on a tall peak to the N
of the Dead Sea, overlooking the Jordan Valley. Instituted ages ago as a counter-move to the Christian Easter pilgrimage to Jerusalem, it has ceased to cause ill-feeling; and this year, w
Jerusalem is under Allied protection, the completest harmony was the rule. Salient features of the celebration in Jerusalem are shown above. At the outset the Banners of the Prop
two of the Haram-es-Sherif, and two of Nebi Daoud (David's Tomb, just outside the Zion Gate) were borne to the Governor's quarters and unfurled there, a Sheikh reading a pra
The Governor saluted the banners and congratulated the Sheikh. The Sheikh then passed outside with the banners in front of the Moslem guard of honour, and took post at the

RUSALEM: THE MOSLEM PILGRIMAGE TO MOSES' TOMB.

GRAPHS.



DE THE GOVERNOR'S QUARTERS: THE D OF HONOUR.



THE PROCESSION PASSING THROUGH THE CITY TO THE DAMASCUS GATE WITH THE MUNICIPAL GUARD OF HONOUR: THE PROPHET'S BANNERS.



GATE: THE JOINING-IN OF THE PILGRIMS MOSQUE OF AKHSA.



OUTSIDE THE GARDEN OF GETHSEMANE: THE SENIOR SHEIKH READING THE PRAYER FOR THE PROSPERITY OF THE PRESENT RULERS OF PALESTINE.

the procession. With a band leading, and escorted by the city gendarmerie, mounted Bedouin police, and Moslem soldiers, the procession took its way to the Damascus Gate. There it ived the special "Nebi Musa," or "Tomb of Moses," banner. That was brought out in an embroidered silk covering, which a Mufti removed while reciting a prayer. The pilgrimage ed on with the banners leading, sheikhs and muezzins chanting, and with cymbal-players and drummers alongside. At the Mosque of Akhsa the Hebron pilgrims joined, and also the rers of the Behrak-el-Shabaab, or "Youths' Banner." As the procession left the Holy City, a salute of twenty-one guns was, as customary, fired from the Mount of Olives, while a ard of honour saluted outside the Garden of Gethsemane. Near there, during a halt, a prayer was read by the principal Sheikh "for the Prosperity of the Present Rulers of Palestine."

THE FIGHTING POETS OF FRANCE.

By E. B. OSBORN.

IN the war of 1870-71 the young poets of France forgot the symbolic act of the mortally wounded Roland, who, as he lay under the pine-trees and gazed across the Spanish frontier, offered his glove to God. Historians have seen in their abstention a striking proof of the lack of national *moral*, which is the secret of military vitality and the only security for success in a modern struggle between nations—for, as Paul Lintier observes in his thrilling study of the disasters of 1914 and the triumphs that followed, "Vaincre, c'est d'être sûr de la victoire." When Auguste Barbier, the grim old satirist, relieved his hidden anguish by rehearsing the incidents of a year of defeat undreamed of, he could say without fear of contradiction—

La Muse n'a pas vu tomber un seul poète.

No wonder that the next decade, which saw the arrival of the literary shirkers in the high places of French art, was a period of pessimism and pacifism in literature, when nothing save exotic passion and the eternal triangle seemed worth writing about in the eyes of men of letters who really lived by the adapted adage: "Art for the artist's sake." The whole period reeks of patchouli, of which the much-discussed "Salome" is an unpleasant whiff, haunting, as it were, the abandoned petticoat of a dead-and-gone harlot. Déroulède was the first poet to arouse France to a new sense of her historic wrongs, and with the simple verse of sheer patriotism—

S'il te faut ma mort, mort à moi,
Et vive toi,
Ma France!

he shattered the ignoble slumber of his literary compatriots, and dissipated their sick dreams of a world in which only woman remained to be conquered. Théodore Botrel—"petit sergent de Déroulède," as he styled himself in a poem written on the day England entered the arena as the comrade of France—was one of a number of patriotic poets who took up and prolonged the scarlet clang of the new martial poetry. These are the fathers-in-Art of the young soldier-poets, so many of whom have already fallen for the redemption of their "douce patrie," the sacred soil which is all one grave of heroic youth. To-day they also have their disciples among the non-combatant poets, such as the veteran Jean Rameau, whose quatrain on the Iron Cross is so often quoted—

Ce joujou de fer gris est drôle,
Et ne fait pas mal au côté,
Mais, rouge et gravé sur l'épaule,
Ce serait beaucoup mieux porté;

and Paul Fort, elected "Prince" of the French poets a few years ago, whose trick of printing his verse as prose cannot prevent us from enjoying the chiming colours and perfumed music of his spacious stanzas, and marvelling at such masterpieces as "Le Chant des Anglais," in which "Tipperary" is the theme of what Mr. Gosse (to whose books this essayist owes so much) admirably describes as a sort of dream-fugue, all the more touching because it shows a quaint want of familiarity with English colloquial phrases. But it is the young soldier-poets, comrades of our Grenfells and Brookes and Coulsons in a Sidneian fellowship ("nothing that lowers" is to be felt in their bright, pellucid song), who have done most to continue the Tyrtaean tradition, Jacques de Choudens (killed in action three years ago), who calls on the very land to rise against the barbarian invader—

Terres, fleuves, forêts, o puissances occultes,
C'est votre âme qui bat au bleu de nos poignets—

was the first of them to stir the nation's heart. But there are many others, often errant voices appealing out of some little trench paper, who deserve our praise: I will return to them anon.

GERMANY'S U-BOAT "CRUISERS."

By ARCHIBALD HURD.

FROM the day that the Germans recognised, to their chagrin, that the submarine campaign would not realise the confident prophecies indulged in during the early months of last year they have been boasting of the "submarine cruisers" which were to be sent to sea—marvellous ships of great size (about 5000 tons) capable of travelling on the surface at a speed of twenty-eight knots and making their way under water at fifteen knots, with armoured conning-towers and heavy guns, and with sufficient fuel to enable them to remain away from their ports for months on end. There is a great deal in the power of suggestion, and the enemy calculated that by circulating stories of miraculous submarine "cruisers" he would impress Allied and neutral seamen. Sailors, it was conjectured, would be terrified at the very thought of being chased by ships of such highly developed offensive and defensive powers, with a speed five or six times as great as that of the average tramp. On the other hand, it was assumed with some confidence that the effect upon the German public would be salutary. And so we have recently heard of these "cruisers" out in the Atlantic, and two or more of them have been raiding shipping off the American coast.

In the early days of the war the Germans were impressed by the success achieved by the *Emden*, *Karlsruhe*, and other surface ships in capturing merchantmen. Later on, their imagination was stirred by the performance of the *Deutschland* in evading the British blockade, carrying a cargo to the United States, and then bringing back a quantity of things of which Germany stood in special need, covering no less than 8400 miles. After the adoption of the "sink-at-sight" policy had brought the United States into the war, and piracy had failed to realise anticipations, some fresh device was necessary in order to support German confidence and impress the world—and particularly neutrals. It was suggested that it might be possible to combine in one hull the offensive powers of the *Emden* and the peculiar qualities of the *Deutschland*. According to Commander König, the latter ship was of "nearly 2000 tons displacement." Steps were consequently taken to model pirate craft on the lines of the *Deutschland*.

It is ships of that size which have recently been commissioned and sent to sea. They are not remarkable either in the matter of size, gun-power, or speed as compared with British submarines. The Admiralty, in announcing the destruction of one of these craft the other day, referred to the "so-called" submarine cruisers, evidently intending to put the country on its guard against attaching importance to the fabulous stories emanating from Germany. In point of fact, there is nothing surprising about these submarines. They displace about 2000 tons, their surface speed is approximately fifteen knots, and they can travel submerged for a very short time at about ten knots. They have efficient engines of the Diesel type, and they burn oil fuel. Oil is very economical in use in Diesel engines, and a few hundred tons go a long way. Consequently, these large submarines, which the Germans have been building as fast as they can, have a great radius of action—that is, they can remain at sea cruising as required for a long time without putting into port or relying upon a surface store-ship either for fuel or food. They are also well armed, carrying two 5·9-inch guns, throwing a shell of 101 lb. One of the principal advantages which these large submarines possess over the smaller vessels (such as the *U* 53, of 800 tons, which crossed to America and back in 1916, sinking British shipping off Nantucket lightship) is that there is better accommodation for the crews, and consequently they do not suffer so severely in health, either mental or physical.

The appearance of enemy craft off the American coast was planned mainly for psychological effects, for the Germans certainly cannot maintain any considerable number of submarines so far from the available bases, either in the North Sea or in the Mediterranean. Sporadic outbursts of frightfulness on the other side of the Atlantic may occur from time to time. The most effective defence will be offered in the "narrow seas." The more destroyers, submarines, and aircraft on duty there, and the more complete the mine-fields at both ends of the North Sea, the safer America will be from such visitors. Any measures which may be taken off the American coast will be of secondary importance. As with the High Seas Fleet, so with these submarines, correct strategy suggests that the enemy can be fought most effectively near his bases—and the nearer the better.

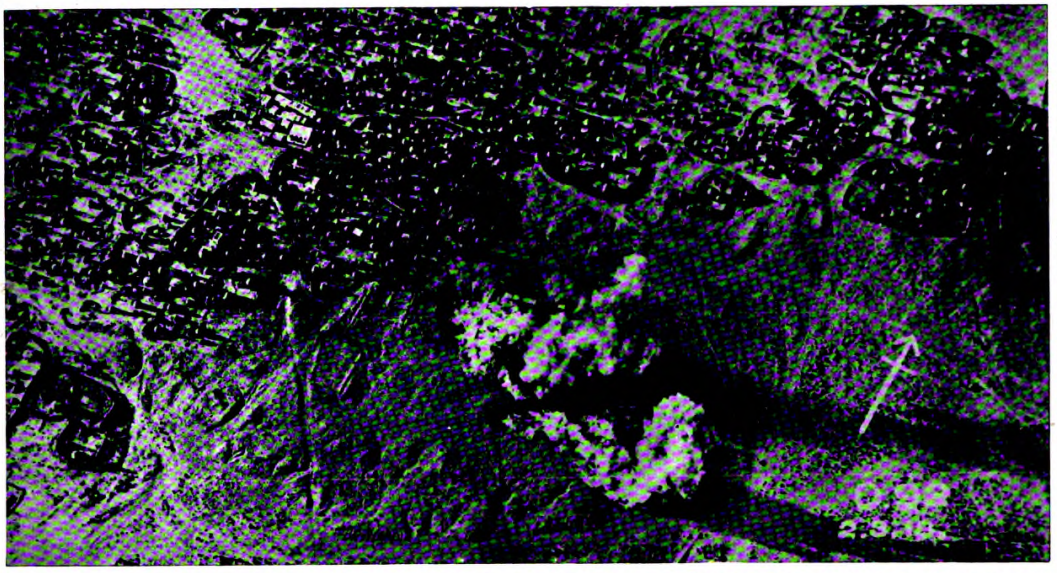
These large submarines are formidable vessels, but the increase of size has not been all to Germany's advantage. The U-boat "cruisers" present a bigger target for attack when travelling on the surface than their smaller sister ships; they take longer to submerge than the smaller vessels; they cannot be handled so easily owing to their larger turning-circle; and they are excluded by their size from shallow waters because they need plenty of sea-room. It also follows, as a matter of course, that these bigger submarines take much longer to construct, absorb a great deal more material, and occupy a larger body of skilled men than the smaller submarines, at a time when material and labour are scarce in Germany. In other words, in order to obtain units of greater size, the Germans must be satisfied with fewer vessels.

The German submarine "cruiser" which was recently sunk by a British submarine was, according to the Admiralty, "on the latitude of Cape St. Vincent." That statement suggests that the British Navy possesses submarines with as great a radius of action as the boasted German vessels. That is, indeed, the fact. The Navy is using what are described as escort submarines, which are very fine vessels. They go far afield, and remain at sea for many days on end. It may be said that, if we have such ships, the Germans are wise to have them too; but that does not follow. The policy of the Power which commands the sea is very different from that of a country which dare not float a keel on the sea. At any rate, the fable may be dismissed, that the German submarine service is more efficient than ours. On the contrary, the percentage of hits by British submarines is three times as large as the percentage of hits by the enemy's vessels; but the number of "targets" for our submarines is small, since the enemy has conceded to the Allies the sole use of the seas for military and economic purposes.

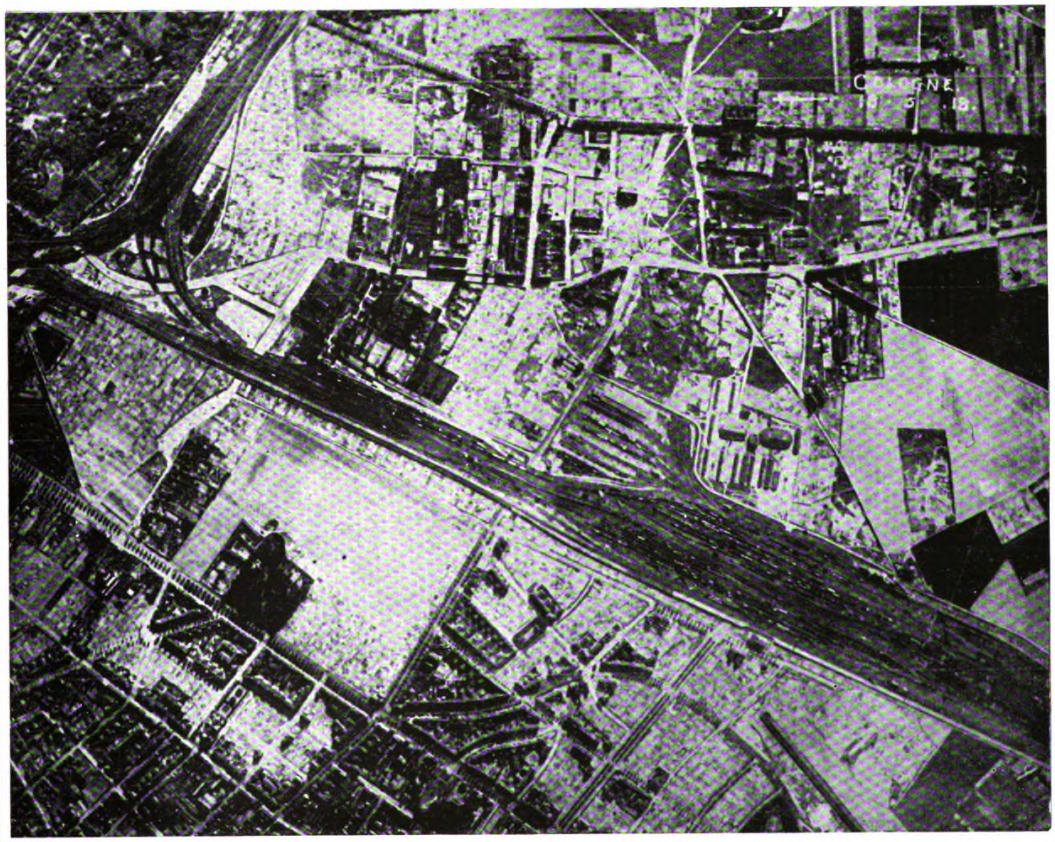
The real submarine cruiser—a vessel of 5000 or more tons displacement—may, of course, come, but it has not arrived yet. In the meantime, the outlook for the enemy is certainly not cheering. The result of his maximum effort since the beginning of March has been that the average weekly sinking of tonnage, Allied and neutral, has decreased by about one-half as compared with the opening weeks of the present year; while, on the other hand, destruction of enemy submarines has proceeded on an upward scale in a most satisfactory manner. There are indications of a distinct deterioration in the *moral* of the German crews, possibly due to the increasing employment by the Admiralty of British submarines against German submarines. At one time it was declared that submarine could not fight submarine. That statement has been proved untrue. British vessels cruising with only their periscopes showing have been very effective in dealing with these enemy craft, which have also suffered heavy casualties in the mine-fields laid at the two exits of the North Sea.

OUR AIR OFFENSIVE: COLOGNE AND PALESTINE – AERIAL PHOTOGRAPHS.

OFFICIAL PHOTOGRAPHS BY BRITISH AIRMEN.

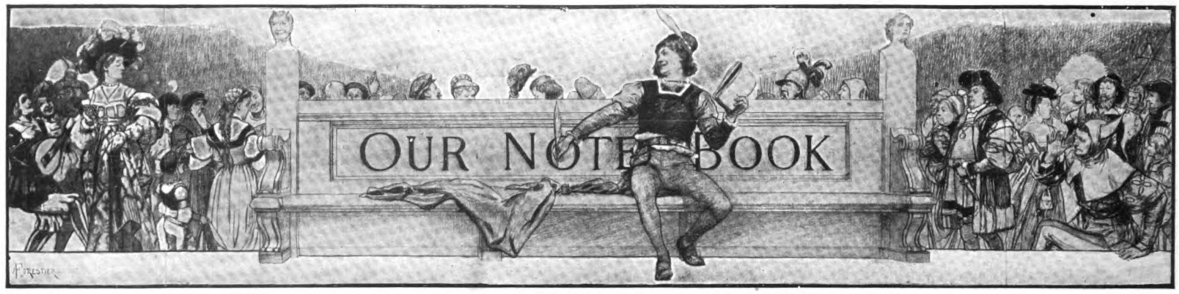


AVOIDING THE ADJACENT TOWN: A BRITISH BOMB BURSTING ON A TURKISH FORT IN PALESTINE—AN AIR-PHOTOGRAPH.



COLOGNE AS SEEN FROM THE AIR DURING A DAYLIGHT RAID: THE GOODS-YARD—A PHOTOGRAPH TAKEN BY A BRITISH AIRMAN.

British airmen have for a long time past been doing most successful work on all fronts where our troops are fighting. The raids on Cologne, in particular, have produced a great effect. That of May 18 was carried out in broad daylight, so that photographs could be taken and military objectives selected—in contrast to the indiscriminate nocturnal bomb-dropping of German air-raiders. These two photographs afford an interesting comparison between a German city and an Eastern town as seen from the air.



By G. K. CHESTERTON.

WHEN an announcement is made, in mixed and general society, to the effect that a mad dog is loose, there are various general observations that may also be made—if there is time to make them. It may be said that many people are quite idiotically nervous about dogs; and this is perfectly true. It may be said that the overwhelming majority of dogs are not only amiable, but almost snobbishly sociable; and this is perfectly true. It may be said that most misunderstandings with dogs arise merely from people knowing nothing about dogs; and this is perfectly true. But these propositions do not set the question at rest when it has really arisen; that could only be done by two other propositions—the proposition that no dog is mad, and the proposition that this dog is sane. And it is pretty obvious, by this time, that that is the position in the cause between Prussia and Christendom—and the answer to those who say that Jingoes in all countries are absurdly suspicious of foreigners, that most Europeans can meet on certain moral fundamentals, and that many international misunderstandings arise from international ignorance. These statements are all true; but they are not statements about the fact before us. When we have watched and noted, for a reasonable time, each particular bite of this particular dog to be followed by hydrophobia, we listen to the other and more general truths with a detachment which verges on indifference.



BIRTHDAY HONOURS IN THE ORDER OF THE BRITISH EMPIRE: NOTABLE RECIPIENTS OF THE G.B.E. AND K.B.E.

Of the above members of the Order, the Earl of Plymouth has been made a Knight Grand Cross (G.B.E.), and the rest Knights Commanders (K.B.E.). Sir Howard Handley Spicer has been connected with the work of the Anti-Gas Committee of the War Office since April 1916, and has built up great organisations for the supply of anti-gas protection to the troops. He has also been associated with Mr. Andrew Weir in founding the Salvage Club of the War Office; managing the "Salvage" Journal; and introduced a very useful invention for saving large quantities of valuable material.

My friend "Sagittarius," of the Pro-German *Continental Times*, is very fond of discussing whether a thing is "objective"—or, to employ a language more familiar in the land of the living, whether it is a fact. So far as I can understand the "subjective and objective" nonsense of the German philosophers, they seem to think that a truth is different from a fact—or even that a truth can be the opposite of a fact. But, however this may be, the point upon which I have insisted throughout is that every one of the international points he disputes is simply a fact, and not an imagination or an impression, or even a conviction. It is a fact that the English Government did not plan war against Germany; it is a fact that the Prussian was hated in Europe when he was not hated in England; it is a fact that facts, and facts alone, forced the ruling types in England rather reluctantly into reversing a rather favourable view of Germans. Roughly speaking, the best test of a fact is that it can be seen from any point of view, because it is a solid. I could state all these facts in a manner adverse to England. I could suggest that we were cadging for a German alliance merely because we thought Germany strong; I could suggest that we were so smug and selfish as never to listen to the complaints of other countries against Prussia. These suggestions might almost satisfy the *Continental Times* in the contemptuous colour they give to the English position. But they would completely satisfy me, so far as this debate is concerned, because they still bear witness to the solid fact of what that position was.

It is, for instance, a fact that the great Duke of Wellington, a man hard-headed and far from humanitarian, expressed his private horror of the inhumanity of the Prussians, to whom he gave public support as loyal allies. You could twist this tale against the Duke, or you could twist it against the English; but you cannot possibly twist it in favour of the Prussians. You may say that Wellington was backbiting his comrades in arms; you may say he was deceiving his countrymen; you may say that England was leagued with brutal allies or was kept in brutal ignorance. But, every way you turn it, the fact remains that the Prussians were brutal and that the English were ignorant. That ignorance practically remained till the autumn of 1914, when it was for the first time startled by the objective fact of the brutality.

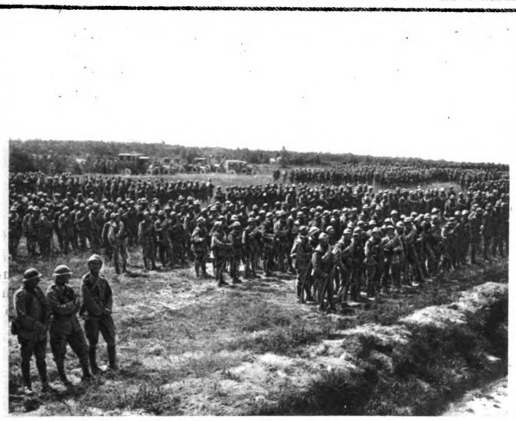
I have already referred, in part, to the refreshing passages in which my critic describes me as "squatting at the cross-roads on the dark side of the boundary between the Lie and the Light," with an obsession stuck through me like a stake and "the white-bearded lies" of the Bryce Report growing inside me like fungi. If he means by the cross-roads that I am free to look and move in any direction, or by the boundary line that I have some experience and realisation of both sides, then it happens that he is perfectly right. I am not altogether so ignorant of Germany, even from the inside, as he seems to suppose; but the objective fact which concerns us here is that I could have learned nearly all he wants to teach me not only from the inside of Germany, but from the inside of England. The objective fact is that in the decades before the war England was full of people, including perfectly sincere and profoundly serious people, who might have called Germany their spiritual home. Teutonism was taught at all our universities, and the case for Teutonism was a fashionable catchword familiar to every educated man.

I have heard almost as much nonsense talked in London, Oxford, or Cambridge as I could have heard in Berlin, Frankfort, or Jena. The fashionable British view was Teutonist in ten thousand forms and aspects. It did not break down because it was not Teutonist, or because it was not firmly held by Teutonists, or because it was too little open to fresh Teutonist propaganda; it did not break down because it was not Teutonised enough. It broke down because it was not true—because the real Teutons in Belgium were obviously entirely different from the romantic Teutons in books. It broke down as any mere academic conspiracy of culture may always break down when things begin to happen in broad daylight. In a sense the situation offers a charming opportunity for the metaphysical distinction of subjective and objective. For the cultured Englishman was still regarding the Teuton as a most interesting subject when he was suddenly forced to see him as a most deplorable object.

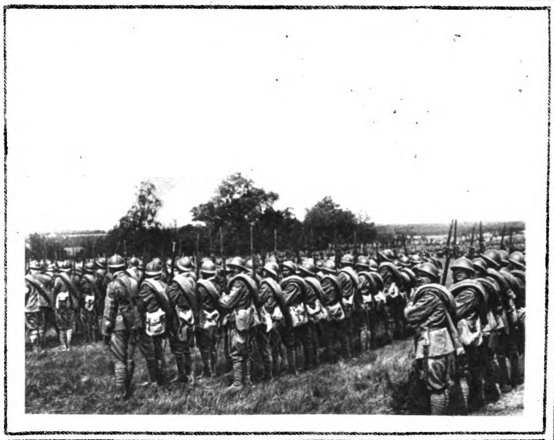
There is one fatal flaw in the attempt to depict the quarrel with the Prussian as a mere misunderstanding, to be dissolved by meeting him. It is the fact that each nation, in turn, has most violently quarrelled with him *after* knowing him and not before. Before the war, for instance, France was decidedly Anti-German, and England was more or less Pro-German; what made the difference was simply experience. But it is simply false history to say it was merely the experience of war, for the French have waged war with nearly every nation in Europe—but they do not feel thus about any other nation in Europe. It is not experience of war, but experience of Prussian war. What makes people Anti-German is in no sense prejudice or even patriotism. What makes them Anti-German is Germans; and that is the simple answer to all the *Continental Times* has said or will say in the matter. I must therefore leave "Sagittarius" where I found him, and resume my usual occupation of "squatting at a cross-road," impaled on a stake, and tormented by a white-whiskered lie making a noise like a fungus.

A SIGN OF SOLIDARITY: THE ITALIAN CONTINGENT IN FRANCE.

FRENCH OFFICIAL PHOTOGRAPHS.



ITALIAN INFANTRY ON THE FRENCH FRONT: STANDING EASY DURING A RECENT REVIEW OF ONE OF THE BRIGADES.



IN BATTLEFIELD ORDER AND WITH BAYONETS FIXED: MEN OF AN ITALIAN LINE REGIMENT AT A BRIGADE REVIEW IN FRANCE.



DURING THE MARCH-PAST AT A REVIEW OF AN ITALIAN FORCE: A BATTERY OF FIELD-GUNS PASSING IN FRONT OF THE SALUTING-POINT.



AT A REVIEW BY A FRENCH GENERAL IN FRANCE: THE COLOUR-PARTY OF AN ITALIAN INFANTRY REGIMENT IN THE MARCH-PAST.



IN COMMAND OF THE ITALIAN CONTINGENT ON THE WESTERN FRONT: THE ITALIAN GENERAL ALBRICCI AT THE HEAD OF HIS TROOPS AT A REVIEW.



FRIENDS OF LIBERTY: GARIBALDIS IN FRANCE—(L. TO R.; FRONT) COUNT MENOTTI GARIBALDI; MLLE. ITALIA GARIBALDI; GENERAL BEPPINO GARIBALDI.

As long ago as April 20, it was officially made known that an Italian Contingent was starting to fight shoulder-to-shoulder with their Western Front Allied comrades-in-arms, for the common cause and as a testimony to the solidarity of the Great Alliance. "The flags of Italian regiments," said Signor Orlando, the Italian Premier, in the Chamber of Deputies, amidst a tremendous display of enthusiasm, "will be flying over the fields of Picardy and Flanders, together with those of France, Great Britain, America, Belgium, and Portugal." A telegram from Rome added that crowds of officers and men were applying to be incorporated in the regiments appointed to go to France. Meanwhile, on her own frontiers, Italy stands fast, fully prepared, confident of the issue, and ready to bear the brunt on her own account of the threatened Austrian summer offensive. As we all know, French and British contingents (and some Americans also, it has been unofficially stated) are in Italy, "linked in the brotherhood of arms and taking a share" (again to quote the Italian Premier) "in the tremendous common task with a brotherly anxiety, and with the same fervent hope and ardent longings."

THE DOGS OF WAR: THE TRAINING OF CANINE DESPATCH-CARRIERS.

PHOTOGRAPHS BY SPORT AND GENERAL.



TRAINED TO FACE THE BULLETS: DOGS PASSING THROUGH A SQUAD OF SOLDIERS VOLLEY-FIRING.



THE WONDERFUL TRAINING OF MESSENGER-DOGS: PASSING UNDETERRED THROUGH A SMOKE-BARRAGE.



INSTRUCTIONS: A SIGNALLER PUTTING A DESPATCH IN A WALLET FASTENED TO THE DOG'S COLLAR.



ARRIVED AT HEADQUARTERS: A MAJOR RECEIVING THE DOG'S DESPATCH.



ON HIS WAY TO DELIVER THE DESPATCH: JUMPING A GATE.



TRAINED TO CLEAR ALL OBSTACLES IN TRAVELLING ACROSS COUNTRY: DOGS CROSSING A DITCH.



FASTER THAN ANY "RUNNER" IN CONVEYING DESPATCHES: DOGS JUMPING OVER BARBED WIRE.

Dogs have proved themselves extremely useful in war, for despatch-carrying and other purposes, such as scouting, sentry work, traction of light vehicles, and the tracking of wounded after action. The above photographs illustrate the training of dogs employed by the British Army for carrying messages. It will be seen that the tests to which the animals are put are severe, and no obstacles deter them. They can carry a message across country in much quicker time than any runner. In this connection it is interesting to recall an announcement made a few weeks ago by the War Office, to the effect that dog-owners wishing their dogs to be trained for use with the Army should address their offers to the Commandant, War Dog School, Shoeburyness. It will be noticed that the dogs employed at the training school here illustrated are of various breeds. These photographs afford one more proof of the wonderful sagacity possessed by "the friend of man."

THE DOGS OF WAR: TRAINED ANIMALS AT WORK AT THE FRONT.

OFFICIAL PHOTOGRAPHS.



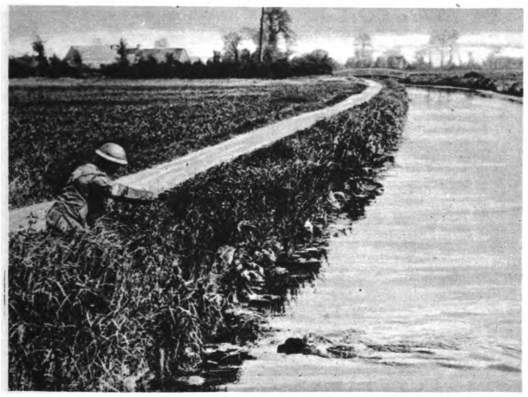
WAR-DOGS AT THE BRITISH FRONT: A MESSENGER-DOG BASE JUST BEHIND THE LINE.



GOING ACROSS COUNTRY UP TO THE FRONT LINE: MESSENGER-DOGS WITH THEIR KEEPERS.



A WAR-DOG ON DUTY AT THE FRONT: JUMPING ACROSS SHELL-HOLES ON HIS WAY BACK TO HEADQUARTERS WITH A MESSAGE.



SWIMMING A CANAL TO DELIVER A MESSAGE TO HIS MASTER: A MESSENGER-DOG AT THE FRONT.



A MESSENGER-DOG DELIVERING A MESSAGE: AT A SHELL-HOLE USED AS A TEMPORARY POST.

On another page we illustrate the training of British war-dogs; here we see some of them actually at work at the Front, carrying despatches. Dogs are employed for various purposes by most of the armies engaged in the war, including the French, Italian, and Belgian, and on the enemy side the German Army. Of the Italian war-dogs, for example, Mr. Herbert Vivian writes recently: "When I was at Capri quite a panic arose from a notice that all dogs above a certain size were to be conscripted. . . . At the canine base everything is as smart and luxurious as any brave war-dog can desire. He finds the training great sport. . . . He must accustom himself to drawing a sledge, wearing a gas-mask, and telling the difference between friend and foe. The latter is taught by offering him the enemy's uniform impregnated with something he dislikes . . . . Some are marked out by superior energy or courage for dangerous night work, carrying provisions or ammunition to the firing-line, while others have easy billets at the rear."

SCIENCE AND NATURAL HISTORY.



REPUTED AUTHOR OF FIVE HUNDRED WORKS: GEBER, THE ARABIAN ALCHEMIST (PROBABLY). PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNT BY ORDER OF DIOCLETIAN. AUTHOR OF AN ENCYCLOPÆDIC TREATISE ON MEDICINE: RHAZES, THE ARABIAN PHYSICIAN.

HOME-GROWN RATIONS.

SOME little time ago I ventured, on this page, to urge that serious efforts should be made to set on foot the breeding of tame rabbits as a means of alleviating the shortage in our meat supply. But it is only within the last few days that the advisability of taking up this subject in earnest has found recognition. In London a scheme has been set on foot to secure the production of rabbits on a really large scale. Though much valuable time has been lost, much may yet be done, even this year, in raising the necessary breeding stock, which is now so limited that exorbitant prices are being demanded from those who are enterprising enough to start at once to produce food from this source.

These efforts deserve every encouragement, and much might be done by well-to-do people, having large gardens, in the way of increasing our breeding stock, and at the same time acquiring a little practical experience which could be passed on to cottagers and others in need of advice. For rabbit-keeping is not without its pitfalls. This, then, is a form of "war work" which many could undertake with a certain knowledge that their efforts would bear good fruit. I myself have now had twelve months' experience of this kind, and I have learned enough to know that poor people living in large towns will find that the produce of their hutches will furnish them with far more palatable and wholesome meat than much of the "beef" now sold by the butcher. Yet, unless much care and forethought be exercised, the venture will prove rather costly. But it need not do so.

The first question to be considered is not the the hutch, but the breed of rabbit that is to be kept. Most people elect to start with the Flemish or Belgian hare, or a cross between these. It is true that, when mature, they are of enormous size; but they have enormous appetites, require at least six months to mature, and need large hutches. Further, a far greater proportion of "offal" is lost with these than with smaller breeds. So far as my experience goes, the best of all breeds for food purposes is the Dutch rabbit, which, if well cared for, will be fit for table in about eighteen weeks. When cleaned for table, a rabbit of this breed should weigh about three-and-a-half pounds—rather more than less.

The provision of the hutch to-day is a serious problem, for even "cube-sugar" boxes are not easy to obtain; and another difficulty arises in the matter of wire netting. Hutches ought not to be less than thirty inches long and eighteen inches wide, though it is possible to keep single rabbits in good health in a hutch having a floor-space of no more than two feet square. If wire netting is hard to get, then the door only need carry this; and it should be placed in the middle of the front, to facilitate the work of cleaning out. There is no real need to have a separate compartment for the hutch for the breeding doe; two bricks, placed in one corner to form a square nesting place, will suffice—provided that the front opposite the nest be of wood, or covered if the whole front is of netting. But, even with one breeding doe, at least three hutches will be required; for as soon as the young are able to be taken from the mother they must be separated according to sex.



BEFORE A COMBINED BRITISH AND FRENCH COUNTER-ATTACK DURING THE BATTLE OF THE RIVERS: A FRENCH ARMOURED CAR IN A SUPPORT-LINE SECTION, HALTING BY THE ROADSIDE FOR ORDERS TO MOVE UP.
Official Photograph.

Sawdust is another imperative necessity which, in large towns, is not easy to obtain; and unfortunately there is no good substitute. Since the need for this venture is a very real one, it should be the business of the local Food-Controller to assist all who are willing to undertake the care of utility rabbits by establishing centres from which the initial requirements can be obtained.

Next comes the question of food. The Dutch rabbit is one of the hardiest and easiest to cater for. But in large towns this is no light matter. Meal, once a day, is necessary. In the winter this should be mixed with boiled potatoes or potato-parings, and in the summer with tea-leaves. When fattening, potatoes and boiled beans or peas may be given. Carrots, parsnips, turnips, swedes, beet, and artichokes should all be given, for the sake of variety, and the consequent gain in health and condition. Rabbits also greedily eat the leaves of artichokes. Allotment-holders will find a ready use for their weeds, for all, save bindweed and hemlock, are readily eaten. But on no account should large quantities of one kind of green food be given at a time, or trouble is sure to follow. This diet of weeds can be supplemented by the trimmings from the household vegetables, save only potato-parings, which must always be boiled.

Hay is another necessity which the town-dweller has to buy at an exorbitant cost. This year I am making my own, by assiduously cutting the long grass growing in the odd corners of the Museum grounds. If in every town centres are formed where hutches, meal, and hay are provided at a reasonable cost, the way will be speedily opened for the production of rabbits by the million—provided only that they are not regarded as pets. But there is an easy way of overcoming the repugnance of killing and eating one's own stock, and that is by exchanging with a neighbour when the time for killing comes. But probably the stern necessities of the times will help to solve this by no means negligible difficulty.—W. P. PYCRAFT.



WHERE THE AUSTRALIANS BEAT BACK THE ENEMY AFTER A TWO-DAYS' BATTLE DURING THE GERMAN OFFENSIVE: THE SHELLED HOUSES OF VILLERS-BRETONNEUX.

Villers-Bretonneux is a town within the British sphere of operations. It lies some four miles south-east of Amiens. It was the scene during the earlier stages of the present German offensive of a fierce two-days' battle in which the Australians withstood a succession of German onslaughts and defeated the enemy with losses estimated at upwards of 10,000. All the time the German artillery kept raining shells on the town—"a terrific bombardment which tore the streets to pieces," as it has been described.

Australian Official Photograph

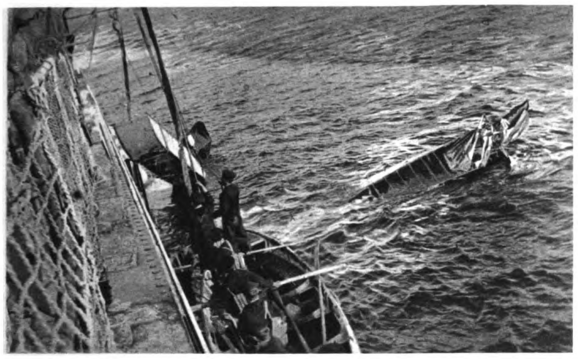
The Sea-Patrol Service—Rescue-Work: Salving a Fallen Seaplane.



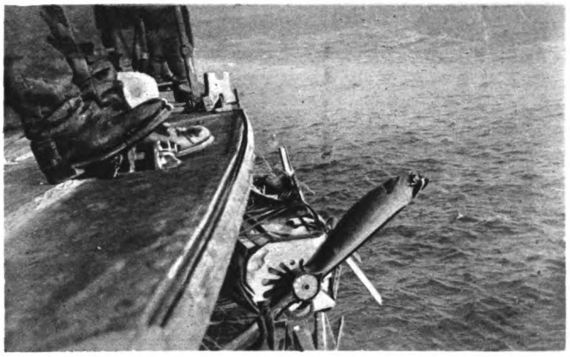
ALONGSIDE THE WRECK: CLAMBERING ON THE CAPSIZED FLOATS. (INSET: THE DAMAGED 'PLANE ON THE SURFACE.)



EXAMINING THE WRECKAGE OF THE 'PLANE: PREPARING THE FLOATS FOR SALVAGE.



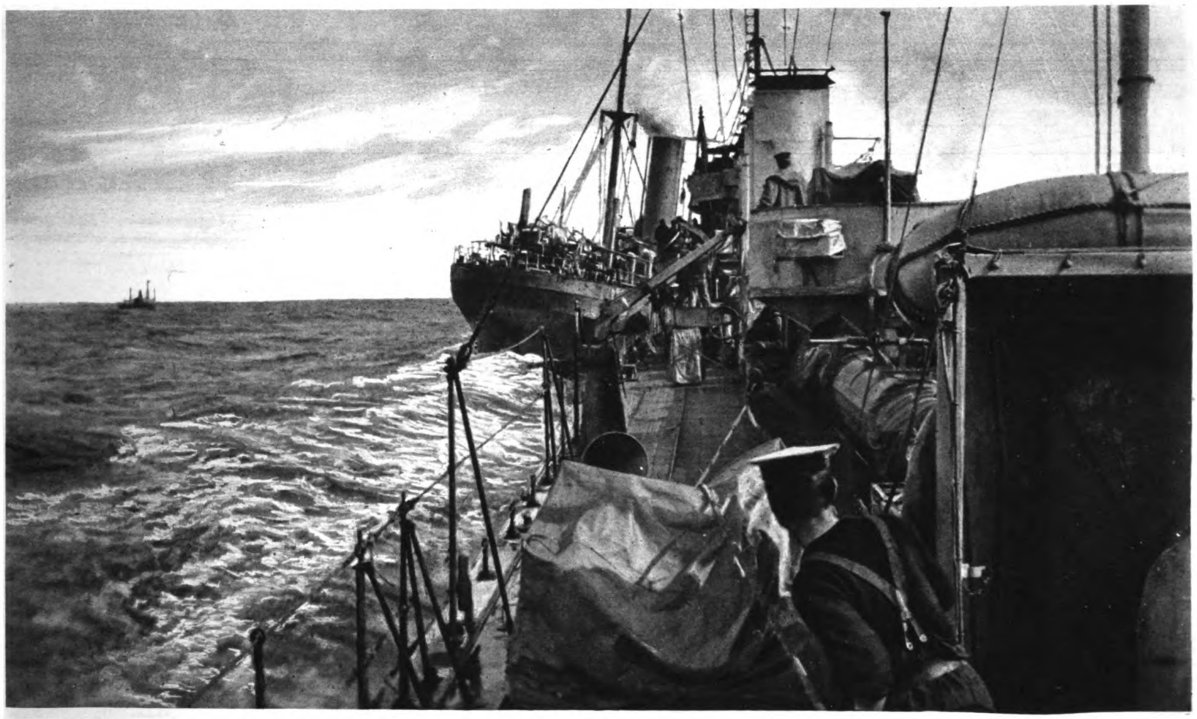
HALF THROUGH THE SALVAGE WORK: BREAKING UP THE FUSELAGE TO GET AT THE ENGINE.



THE ENGINE SALVED AND ON BOARD THE DESTROYER: LASHED BENEATH THE FORECASTLE.

A seaplane has been seen to fall into the sea or been reported fallen, and a rescuing patrol-destroyer speeds to the spot for salvage work. The damaged 'plane is seen in the inset, with one side of its lower wing under water. The capsized floats, being capable of salvage, are shown being lashed and made fast, and (fourth illustration) being hauled up the destroyer's side and on board. The engine is at the same time being broken out from the fuselage wreckage and slung and stowed on board the destroyer. The third photograph was taken from the destroyer's forecastle; the fourth (from the port anchor) shows the seaplane's damaged propeller.

On Patrol on a Trade Route: Giving Instructions to Passing Merchantmen.



ONE OF THE DAILY DUTIES FOR SAFEGUARDING OVERSEA COMMERCE: A DESTROYER ACTING AS "POINT POLICEMAN."

The illustration gives a glimpse of patrol-work at sea. A destroyer is seen informing a passing merchantman where to report, and of mine-field routes and suspected U-boat lurking-places. Conditions in war time on the trade routes vary from day to day, often from hour to hour. A locality may be "safe" one morning and a danger-area that afternoon. The responsibility of advising and warning passing mercantile craft falls on the patrol-vessels on duty in the area. Closing alongside steamers to give the necessary instructions, or intelligence, is awkward work in bad weather, to avoid damage by collision, as the destroyer has sometimes to be almost touching sides with the heavier craft.

THE UNITED STATES MILITANT: AT THE FRONT AND AT HOME.

PHOTOGRAPHS—FRENCH AND BRITISH OFFICIAL, AND C.N.



THE CAPTURE OF CANTIGNY BY THE AMERICANS:- WAVES OF INFANTRY ADVANCING TO ATTACK.



GOING "OVER THE TOP": AMERICAN TROOPS LEAVING THEIR TRENCHES TO ATTACK THE GERMANS AT CANTIGNY.



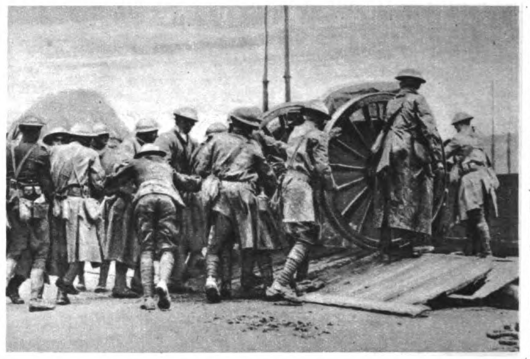
IN FULL MARCHING KIT: AN AMERICAN MARINE.



FRANCO-AMERICAN *CAMARADERIE*: A U.S. SOLDIER AND THREE FRENCH CHASSEURS (ALL FOUR WITH THE *CROIX DE GUERRE*) IN NEW YORK.



MAJOR THEODORE ROOSEVELT, JUN., AT THE FRONT: ADDRESSING HIS BATTALION AFTER GIVING TWO MEN THE *CROIX DE GUERRE*.



AMERICAN GUN-POWER IN FRANCE: ARTILLERYMEN LOADING A HEAVY PIECE ON TO A TRUCK.

Since their brilliant capture of Cantigny, described under further photographs on another page, the American troops have fought several other gallant and successful actions. Thus, a Reuter message of June 6 said: "The Americans launched an attack at 3.45 this morning from Veuilly Wood. The attack was satisfactory from every point of view. The entire objective was obtained, and the Americans are confirmed in their faith in their own superiority to the Germans. The Americans, for new troops, showed considerable skill in using cover. To find Americans in the front line was clearly a surprise to the enemy." The writer adds: "The popularity of the American soldiers with the French troops has grown greatly during the battle of the past week. The French are never tired of telling stories of the pluck and gaiety of their new comrades."

THE FIRST AMERICAN OFFENSIVE: CAPTURING GERMANS AT CANTIGNY.

FRENCH OFFICIAL PHOTOGRAPHS.



ONE OF THE 170 GERMANS CAPTURED EMERGING FROM A DUG-OUT AT CANTIGNY: WHERE AMERICANS USED FLAME-PROJECTORS.

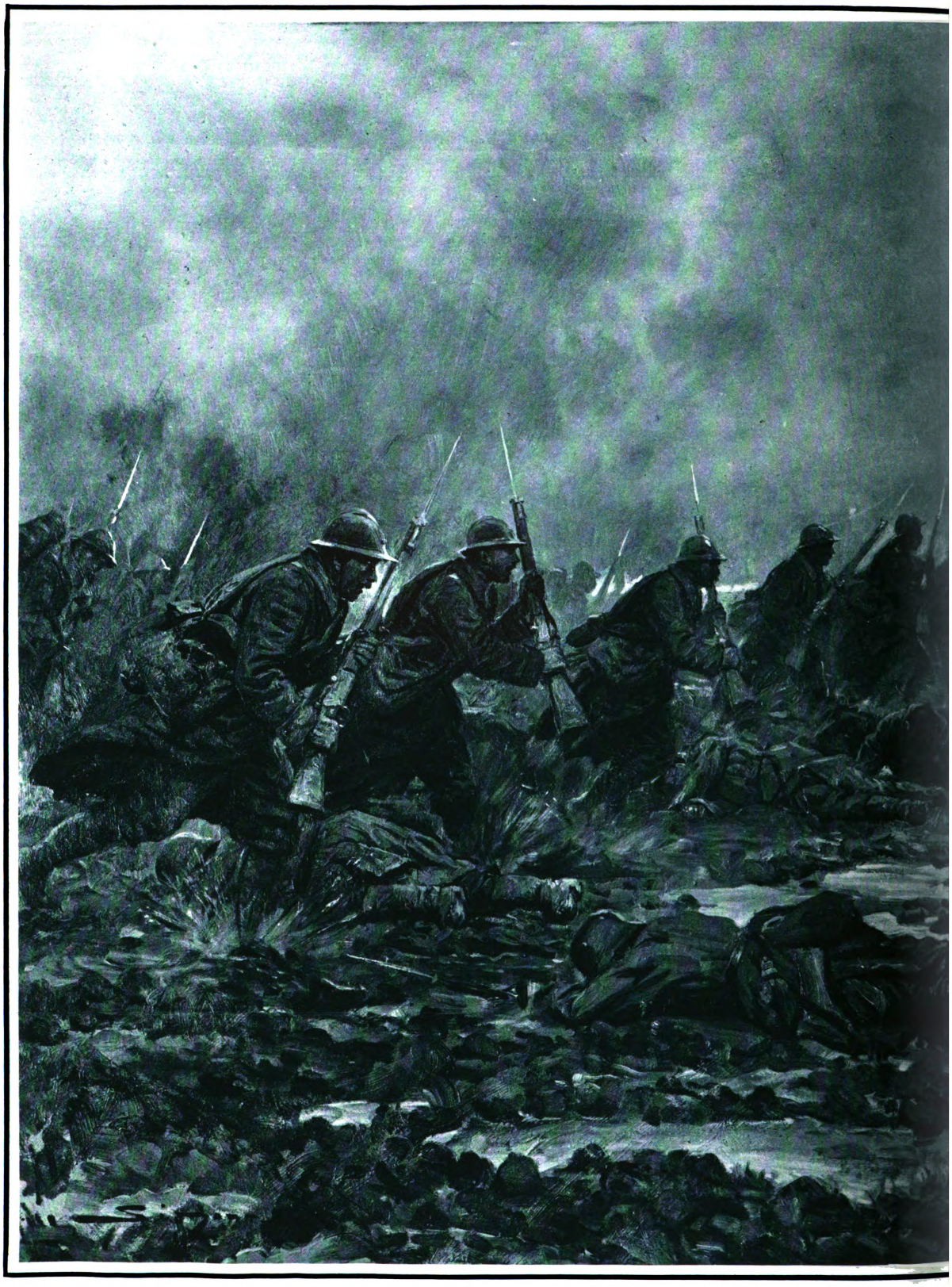


GERMANS ISSUING FROM SHELTERS IN CANTIGNY TO SURRENDER TO AMERICANS—AMID THE SMOKE OF FLAME-PROJECTORS.

Brilliant success attended the first separate action undertaken by the American Army on the Western Front, which resulted in the capture of Cantigny and its retention against a series of German counter-attacks. The Americans, who advanced with great dash and determination, took 170 prisoners, including 5 German officers. "There were sharp individual fights," says Mr. Raymond G. Carroll, "in the town of Cantigny: 250 German dead were counted. The enemy in pairs and fours, and in larger groups, came up from their underground retreats and surrendered, being chiefly young Silesians and Brandenburgers." Mr. Gordon D. Knox writes: "The Americans used *flammenwerfer* (flame-projectors) with success in fighting through the village, the houses and cellars of which were strongly defended." The complete success of this operation is an earnest of greater things in store, when the troops now arriving in a steady stream from the United States have had time to come into the field. Already they are making their presence strongly felt.

THE SPLENDID FRENCH COUNTER-ATTACKS AGAINST THE GE

DRAWN BY J. SIMONT FROM MAT



PRECEDED BY BOMBERS, AND LOW-FLYING AEROPLANES SWEEPING THE ENEMY'S RA

Splendid deeds have been performed by the French troops taking part in the Great Battle on the Western Front. Our drawing illustrates a typical counter-attack by the "Bluets" (Cornflowers), as the French call their soldiers, from the colour of their uniforms. On this occasion the infantry advanced over ground strewn with German dead ; and

MAN OFFENSIVE: A BAYONET-CHARGE BY FRENCH INFANTRY.

SUPPLIED BY A WOUNDED SOLDIER.



NKS WITH MACHINE-GUNS: FRENCH TROOPS MAKING A SUCCESSFUL COUNTER-ATTACK.

before the infantry, to clear the way, went bombers, and low-flying aeroplanes which swept the enemy's ranks with a hail of machine-gun bullets. Many successful counter-attacks by the French have been made recently, with the result that the impetus of the enemy's advance has been strongly checked.—[*Drawing Copyrighted in the United States and Canada.*]

THE WORLD OF FLIGHT

ON BOMBING IN GENERAL.

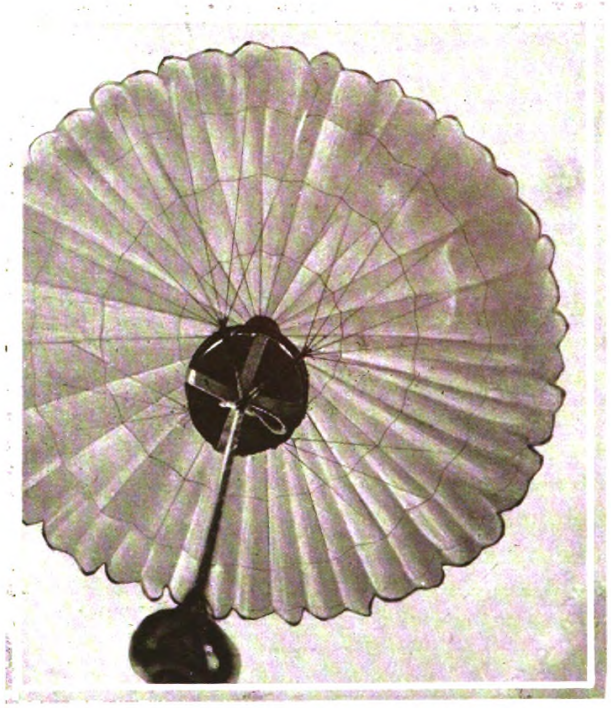
By C. G. GREY,
Editor of "The Aeroplane."

ONE of the chief drawbacks to writing about the details of aerial warfare is the fact that one is compelled, in the nature of things, to convey the impression that the German is a much cleverer fellow that he is in reality. For example, if one were to describe bombing operations very fully, one would naturally conceal anything new concerning the methods of the R.A.F., and would describe so much as one knows about the German methods, thus most unwillingly leading some people to think that the Germans know more about the game than we do. Similarly, in describing bomb-dropping aeroplanes and mechanism, one could only write of such British productions as are known to have fallen into the hands of the enemy, carefully avoiding reference to newer and better British types; and one would describe the latest German types which are in our possession; thus again leading people to think that the Germans are ahead of us.

As a matter of cold, hard fact, those British officers, and men as well, who have specialised on bombing for the past two years or so, are far ahead of the Germans in the theory and practice of bombing, and have actually dropped a far greater quantity of bombs on German positions, with far greater effect, than the Germans have dropped on ours. It is even probable that more bombs have been dropped in Germany itself—apart from French, Belgian, Alsatian, or Luxembourg territory held by the Germans—than have been dropped in England, despite the fact that the journey from the German aerodromes in Belgium to the coast of England is easier—and, but for our excellent Air Defence organisation, safer—than is the journey from any British aerodrome in France to any city in Germany proper. As regards aeroplanes, British aeroplanes and engines have been proved superior to the Germans' over and over again; and our superiority in the quality of our bombing-machines (if not, perhaps, in their quantity) is quite as great as in other types. Our aeroplanes are superior to the Germans. The Gotha has been greatly improved owing to its designers copying certain details of the British Handley-Page twin-engined bombers.

In a previous article one dealt with the general effects of the strategic bombing of Germany. Doubtless the Germans hope to obtain similar effects by bombing England, though their hopes are certainly predordained to disappointment. Next in importance to bombing enemy countries comes the question of bombing what are in military parlance called "back areas"—that is, areas behind the fighting line containing rest-camps, training camps, munition depôts, work-shops, aerodromes, and so forth, within the zone of the armies. From the point of view of immediate military effect, this class of work—which is generally called tactical bombing—may actually be at times of greater importance than strategic bombing of enemy countries; though, if bombing could be carried to its extreme limit, with an unlimited supply of machines, the ultimate effect of bombing the sources of munition supply would presumably be greater than that of bombing munition stores or military camps.

One divides bombing work thus into Strategic and Tactical Bombing, on the definition laid down by Sir Edward Hamley that Strategy concerns the theatre of war and Tactics relate to the field of battle. In these days the whole of a belligerent country is the theatre of war; and, now that we have guns with a range of some seventy-five miles, any "back area" may be said to be on the field of battle. Next in order—though again, perhaps, at times of prime importance—is the question of bombing in the actual fighting area. This includes bombing troops in trenches and on the march; bombing trains and railway junctions employed in bringing troops and ammunition from back areas into the fighting line; bombing ammunition dumps, battery positions, forward aerodromes, and landing-grounds; bombing towns and villages occupied by troops in reserve; and generally being a nuisance by means of bombs to anyone or anything which is assisting in the battle.



A PARACHUTE IN DESCENT PHOTOGRAPHED BY THE PARACHUTIST: A KITE-BALLOON OBSERVER'S UNIQUE CAMERA FEAT.

This remarkably interesting photograph, doubtless unique, was taken in mid-air by an observer whilst he was descending by parachute from a balloon. It shows the silk spread of the parachute, nearly 100 ft. in circumference, after it had opened out over his head. Many observers owe their lives to their parachutes, the only means of escape if their balloon is destroyed by gun-fire or aeroplane attack.

All three kinds of bombing may be carried on by day or by night. And for each kind of operation a different type of aeroplane is needed. That is to say, although the fast and comparatively small machines which are used for day bombing might be used for night bombing as well as for their own job, the big night-bombers would not be at all suitable for day bombing, and neither of them would be good for trench or railway bombing in the battle area; though perhaps the fastest day-bombing machines might be used for the job at a pinch.

The reason for this, briefly stated, is that the big night-bomber is slower than the little Battle-Bomber—as one may, perhaps, call it for purposes of distinction; and this fact, combined with its huge size, makes it an easy mark for anti-aircraft guns in daylight, besides leaving it at the mercy of the small, high-speed "chaser" aeroplanes. Which is why machines of the Gotha class, and the still bigger "Riesenflugzeugen," are never seen in daylight.

Similarly, the long-range day-bombers, though smaller and harder to hit, especially when flying at the great heights which they habitually affect, would be "easy meat"—as our chaser-pilots express it—for anti-aircraft guns and chasing-machines if caught at the low levels at which it is necessary to fly if one is to do accurate bomb-dropping on railways, roads, and such small marks. For, though these day-bombers are quite fast, they cannot perform as acrobatically as can the small fighters, and are of quite considerable size when compared with the small fighting machines. The battle-bombers, on the other hand, are practically of any type which is used in battle flying. Judging from captured German examples, and from machines of our own which are known to have fallen into the hands of the Germans, a battle-bombing aeroplane is produced by the simple process of fitting bomb-release gears and the necessary racks for carrying bombs on any machine which is used for reconnaissance, photography, artillery observation, or fighting in the ordinary course of flying during a battle.

The long-range night-bombers, or strategic bombing-machines—again going by German practice—carry a few very big bombs, some as heavy as 500 lb. each, and one has even heard estimates of bombs as big as 1000 lb. Possibly the estimator in the latter case was only judging by the size of the hole as compared with that made by a 12-inch shell, and forgot that a bomb makes a much bigger hole than does a shell of the same weight. Nevertheless, very big bombs are carried, and with them are carried a number of smaller bombs—apparently for use against smaller houses or huts, the big ones being reserved for factories or areas covered by big buildings. The day-bombers, whether used for strategic or tactical bombing, carry either a number of medium-sized bombs or one or two very big bombs, trusting to better aim to obtain the effect which at night they hope to get by a powerful burst. They also carry a number of small bombs, of, say, 25 lb. to 50 lb.

The battle-bombers, as a rule, unless out after some one particularly important target, carry as many small bombs as they can. It is obvious that a line of 25-lb. bombs sprinkled in a string along a road is going to do more damage in a column of troops, or in a train, or in a long line of transport wagons, than is one bomb of, say, 250 lb., which, if it missed its one chance, would be entirely wasted. So much, then, for the general division into three classes of bombing-aeroplanes and their equipment of bombs. One hopes, in succeeding articles—*pace* the censorship—to go further into their uses and peculiarities.

CHASED BY A "CAVALRYMAN OF THE CLOUDS": A RIDE FOR LIFE.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



ISOLATED AMID GERMAN MACHINE-GUNS AND PURSUED BY AN ENEMY AEROPLANE: A BRITISH OFFICER'S EXCITING ESCAPE ON THE WESTERN FRONT.

During the German offensive on the Western Front, a British officer found himself isolated, and in the midst of a veritable nest of German machine-guns. At the same time a German aeroplane swooped down at him, and, coming very close, fired at him with a machine-gun. There was nothing for it but to leave the spot as quickly as possible. The officer looked about him, and saw some haystacks in the distance. He decided to make for them, knowing that they would at least afford some little cover. As he rode for them, taking every obstacle in his way with a recklessness he would never have attempted in the hunting field, the aeroplane pursued him, firing all the time. At last he reached the shelter and took cover beneath the straw. A little later the aeroplane, not being able to get at him, flew away.—[*Drawing Copyrighted in the United States and Canada.*]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ELLIOTT AND FRY, HEATH, W. S. STUART, LAFAYETTE, LAMBERT WESTON, MATTYPE, SPORT AND GENERAL, SCOTT, CENTRAL PRESS, THOMAS FALL, MASON.



CAPT. B. E. NICHOLLS, M.C. AND BAR, Central Ontario Regt., Canadian Expeditionary Force. Displayed great bravery, and was killed on active service.



2ND LIEUT. FRANKLYN T. R. ROWLANDS, South Wales Borderers. Only son of Judge Rowlands and Mrs. Rowlands, of Newton, Porthcawl, Glamorganshire.



MAJOR F. J. HEXT, M.C., CROIX DE GUERRE, Royal Field Artillery. Only child of the late Colonel F. J. Hext, and of Mrs. Hext. Killed in action.



LIEUT. CHARLES JOHN HOLDSWORTH, Devonshire Regt. Eldest son of Lieut. Holdsworth, late of Richmond, Yorkshire. Killed while leading his men.



CAPT. R. B. KITE, Oxon and Bucks Light Infantry. Only son of the Rev. J. B. Kite, late Dean of Hobart. Mentioned twice in despatches.



LT.-COL. DOUGLAS H. HYDE-THOMSON, R.A.F. Second son of Mr. and Mrs. R. D. Thomson, The Pool House, Groby, Leicestershire. Killed while flying.



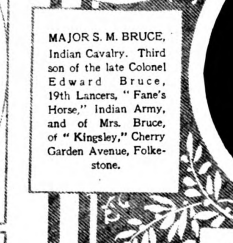
LT.-COL. F. B. DENNIS, D.S.O. AND BAR, K.O. Scottish Borderers. Elder surviving son of the late Mr. George Beauchamp Gore Dennis, Newmacott, Bridgerule, Devon.



CAPT. ANDREW BEST McBRIDE, M.C., Bedfordshire Regt. Son of Major J. Best McBride, Royal Army Medical Corps. Officially reported killed in action.



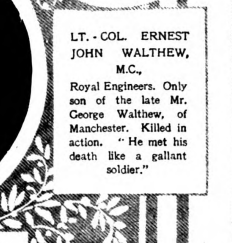
COLONEL W. KERR, D.S.O., M.C., Border Regt. A native of Carlisle. Had displayed great courage and had been mentioned four times in despatches and awarded the D.S.O.



MAJOR S. M. BRUCE, Indian Cavalry. Third son of the late Colonel Edward Bruce, 19th Lancers, "Fane's Horse," Indian Army, and of Mrs. Bruce, of "Kingsley," Cherry Garden Avenue, Folkestone.



LT.-COL. C. K. JAMES, D.S.O. AND BAR, Border Regt. Only son of Dr. and Mrs. C. A. James, of The Pollard Elms, Upper Clapton, N.E. Had been mentioned six times in despatches.



LT.-COL. ERNEST JOHN WALTHEW, M.C., Royal Engineers. Only son of the late Mr. George Walthew, of Manchester. Killed in action. "He met his death like a gallant soldier."



CAPT. ST. JOHN ALEXANDER M. TOLHURST, New Zealand R. A. M. C. Youngest son of Mr. George Edmeades Tolhurst, Union Bank of Australia, Wellington.



LT. F. VINCENT HALL, R.A.F. (formerly Flight Sub-Lieut., R.N.A.S.). Presented with medal for bravery by the citizens of Dunkirk. Son of Mr. and Mrs. F. W. Hall.



2ND LIEUT. VERNON SWANN CROSIER, London Regt. Son of Mr. H. J. Crosier, Regent Street. Was in the Bank of England. Killed in action.



CAPT. ERIC STUART DOUGALL V.C., M.C., R.F.A. Awarded the Victoria Cross and the Military Cross for most conspicuous bravery and skilful leadership. Killed in action leading his men.



LT. EUSTACE CHARLES GABRIEL LORD, Irish Guards. Only son of the late Major C. H. Lord, Royal Welsh Fusiliers, and of Mrs. Lord, Bath.



2ND LT. JOHN HAMER, K. Shropshire Light Infantry. Elder son of Dr. and Mrs. W. H. Hamer, Dartmouth Park Hill, N.W. Killed in action.

'TOLD TO ME BY PELMANISTS.'

By H. GREENHOUGH SMITH *(Editor of "The Strand Magazine").*

I AM going to write something about the Pelman System because I believe in it. I am anxious to take my share in calling the attention of the outside public to that system because I have become convinced that it is a real and great promoter of *efficiency*. And efficiency, in every walk of life, is what alone can save us, as a people, when, in the ever-intensifying competition which will come when peace returns, we have to keep our flag flying in the never-ending battle for the survival of the fittest among nations. If any word of mine can help the cause, I feel that I should be guilty of remissness if I failed to speak it.

Long before I knew anything about the Pelman System in its methods, I knew a good deal about it in its results. What I mean I can best explain by a few typical examples of cases which have fallen within my own experience.

The first case that comes into my mind is that of a certain bridge-player of my acquaintance—his like exists in every club—who was the very type of the happy-go-lucky and haphazard player; the kind who forgets his partner's call or the suit he led from; who has been known to play a spade hand under the impression that the call was a no-trumper; and who every now and then embellishes his game with a revoke. Suddenly, within a few weeks, his style of play improved beyond all knowledge. He was simply bringing into use, for the first time, his memory, his observation, his power of concentration, and, what depends on these, his faculties of deduction. He was able not only to remember what cards his opponents had played, but to infer *why* they had played them. He had been taking the Pelman Course—not for the sake of improving his bridge-playing—that was only a side issue. But the result, as shown in the club card-room, was, in a familiar phrase of Carlyle's, "eloquent of much." He had become a more capable individual all round. It was not merely that he could play a better game of bridge, which was a matter of comparatively small importance, but he had become equipped to play his part with a far larger measure of success in the great game of life itself. And here it may be remarked that, although money is not everything, it would be folly to ignore the fact that, whether in the small game or the great one, it is the better player who, in the long run, sweeps in the stakes.

Is the Pelman System, then, really able to turn a nincompoop into an expert? Well, hardly that, of course. But in many cases, if you can cure a man of woolgathering, it really almost comes to the same thing. A pamphlet issued by the Pelman Institute has an apt remark on this point: "'Mind-wandering' is one very destructive form of Brain-waste. The *un*trained brain cannot concentrate wholly upon its subject; it has a tendency to drift, and its owner does not know how to prevent it. A Pelman training corrects this, and enables the worker to bring *all* his brain-power to bear upon any subject whenever he wishes, and for as long as he wishes."

My next example is that of a young journalist in whose work I take an interest. He is a man of no small natural gifts, endowed with a power of easy expression which always made his writing a delight to read. Yet there was something wanting. His descriptions did not seem quite vivid and alive; they were like pictures somewhat blurred. He, too, went in for a course of Pelman study. What he had lacked, without knowing it, was the knack of seeing things. His powers of observation were untrained and undeveloped. Now his descriptive writing is as full of graphic detail as a Dutch painting. His scenes start up before the reader's eye as if he saw them. And I am glad to say that, like all work that is getting better, it is getting better paid.

In my youth I read a book for children entitled, "Eyes and No-eyes." I do not know whether it is still obtainable, but for the sake of children of the present day I hope so. It narrates the experience of two boys who went one morning for a country walk, and who were asked by their father, on their return, how they had enjoyed themselves. No-eyes had not enjoyed himself at all. He had seen nothing of any interest; he had never been more bored in all his life. Eyes, on the contrary, had had a most delightful time. At every step he had found something to awake his interest and amusement. The fact is, he was one of those who are born with the seeing eye. He would go through life as he went through his morning ramble, finding all round him things of interest and of profit, while his companion would be gaping his head off with *ennui*. Now, one of the special aims of the Pelman System is just this—to convert No-eyes into Eyes.

Again, I number among my acquaintances two young women, sisters, very much alike in character, who were married and set up housekeeping at nearly the same time. A was a Pelman student—B was not. Now, explain the matter how you will, the fact remains that A's house, from nursery to kitchen, was all spick-and-span, while her sister's, although she spent—or, rather, wasted—twice the money, was—not to put too fine a point upon it—an eyesore. In short, A's house was a model, B's a muddle.

The fact is, few people realise what systematic training means for women. Few realise that to run a house is to run a business; that a woman who has to look after a house, a husband, tradesmen, servants, has to be an organiser, a manager, an accountant, a buyer, a caterer, a nurse, a teacher, a sempstress, and several other things, in one. To run an office is child's play beside it—for this, among a host of other reasons, that it is easier to replace a clerk than to replace a cook. Yet to this business, this profession, which emphatically demands a trained professional to conduct it with the best results, most women come as amateurs. No wonder that, until in course of time they have bought experience with suffering, they so often make a mess of things. And it is only the plain and literal truth to say that nine-tenths of this trouble could have been spared them. Every girl, whether married or looking forward to the prospect of being married in the future, should take a course of Pelman training. Every husband should send his wife—every lover his bride to-be. They will save their money a hundredfold, to say nothing of their comfort. And what about the children? Which was likeliest to turn out the better citizens, or the most successful in their own careers, the children who come from a well-ordered household, or those whose earliest impressions have been acquired in an atmosphere of inefficiency and waste?

One more example. A young man, a connection of my own, whom I had not come across for several months, called the other day to see me. He was one of those young fellows whom everybody knows in plenty, breezy, good-hearted, fairly clever, but giddy, pleasure-loving, and with all the makings of a slacker. He came to tell me that his guardian had promised to give him a trial in his own business on condition that he first went through the course of Pelman training. He had done so, and had discovered, to his surprise, that work—a thing for which, as Dr. Johnson said of his clean shirt, he had never had a passion—could become an interesting and even fascinating occupation. He had gone into the business and had been assured by his delighted guardian that he was "making good." I could see, myself, that he was altered and improved, and I told him my impression. "It has evidently made you," I said, "more assured, more manly." "Pelmanly," he grinned—he was always an incorrigible joker—and as I winced he added, "If you want to make the journey of life easy, take a ticket by Pelman car."

These examples from my own experience will suffice to show how I had come to know and to judge the Pelman System in the best and fairest way by which any system can be judged—by its results. Such experiences led me, as a natural sequence, to ascertain how such results were brought about. And so I was led to understanding how it came to pass that, by the scientific study of the mind and body, that system gives its students, as one of them expressed it, "something other people haven't got," and explains the fact that everywhere, in every rank and calling, one sees them, men and women, rising to the top as surely as a cork in water. H. GREENHOUGH SMITH.

A full description of the Pelman Course is given in "Mind and Memory," a free copy of which (together with TRUTH'S special supplement on "Pelmanism") will be sent post free to all *Illustrated London News* readers who send a postcard to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C. 1.

Conscripts to Efficiency . . .

THERE are thousands of firms clamouring for Efficient Methods, who four years ago would not lift a finger in that direction

They are Conscripts to Efficiency

The war has brought about Compulsory Efficiency in British Industry . . . No business of magnitude can live under the present conditions unless it is Efficient Never before has the demand for K & J Efficiency Service and Equipment been so great . . . Never before have such enormous difficulties existed in meeting those demands

The difficulty of obtaining materials, and the further withdrawal of labour make it imperative for K & J to restrict supplies of their Specialities to Regular Customers, Government Departments, and Firms on War Work

Kenrick & Jefferson LTD

London: 22 St Andrew Street Holborn Circus E C 4

BIRMINGHAM 20 Temple Street
CARDIFF 5 Church Street
LEEDS 82 Albion Street
LEICESTER 10 and 20 Corridor Chambers Market Place
LIVERPOOL 30 Castle Street
MANCHESTER 7 Blackfriars Street
GLASGOW 100 Buchanan Street
SHEFFIELD 28 Change Alley
SWANSEA 3-5 Goat Street
BELFAST Scottish Provident Buildings Donegall Square
HEAD OFFICE Multigraph Works West Bromwich



HAD "Tonides" Cigarettes been obtainable in the days of Watteau they would no doubt have had a place in the cargo of the enchanted vessel that transported the pilgrims of the Fêtes Galantes to the Island of Cytherea. In the Watteau world of exquisite imaginings "Tonides" Cigarettes would have had the Entrée, as they have to the most exclusive circles to-day.

"Tonides" finest American Cigarettes are full of delicate flavour and their aroma is light and fascinating. These qualities make "Tonides" as suited to outdoor smoking as to the drawing room.

Price—**1/10½** for 25, **3/9** for 50, **7/4** for 100.
To Officers on Active Service we can send 150 for **7/9**, including postage.

THE ROBERT SINCLAIR TOBACCO CO., LTD., Newcastle-on-Tyne.
London Wholesale Agents: Henry Scholey, Ltd., 8 Regent St., Waterloo Place, S.W.1.

TONIDES CIGARETTES

LADIES' PAGE.

A FLOWER FAIR in Trafalgar Square sounds rather like a pantomime dream, but it is to be a reality from June 20 to 26 inclusive. The British Ambulance Committee, which is entirely British, founded by Mr. Bradley Peyman, has equipped and maintained since that fateful August in 1914, 120 ambulances, constantly employed in carrying French wounded from danger to safety. Shell-wrecked ambulances must be replaced, and the wear-and-tear of nearly four years made good; and the task is not a small one, so we have the Flower Fair in the Rose month. Sir H. Veitch, who is responsible for the general direction and arrangement of the floral effects, has evolved the charming idea of erecting little creeper-clad houses to shelter the stalls and their well-known saleswomen. Gifts of flowers, vegetables, or fruit are begged, and should be sent to Miss Astley, 23A, Bruton Street, London, W. It is certain that the show will rival some of the best rose exhibitions ever seen. Amongst those opening it on successive days are Mrs. Lloyd George, the Duke of Portland, Lord Charles Beresford, the Countess of Selkirk, and the Marquise de Chasseloup-Loubat. Famous military bands will perform in the Square. On Naval Day, June 21, Lady Keyes and the wives of other well-known naval men attend to sell. On Saturday, the 22nd, prominent Labour representatives intend visiting the Square. There is no charge for admission. The British Ambulance Committee beg the British public to make this Flower Fair a *huge* success; they would have us remember that each flower we buy will help some dying or wounded *poilu* to safety and rest.

Economy, always a virtue, is more than ever incumbent upon us now; but sensible people know that it consists in part in getting only what we absolutely require, and then obtaining the best possible value for our expenditure. Carpets, linoleum, matting, and other necessary floor coverings are, of course, sold at many and various shops, but there is one pre-eminent place to seek such needs, because there the whole attention and special knowledge of the business is concentrated on this one class of goods, and therefore a supply unmatched in variety, excellence, and value for money can be relied upon. This is Messrs. Treloar's large establishment at the foot of Ludgate Hill. Every sort of floor covering is the exclusive speciality of this well-known and long-established house. The advantage is enjoyed at the present moment of Messrs. Treloar's old and seasoned stocks of linoleum and oil-cloth being in hand, for the difficulty in obtaining the necessary oils for the manufacture has practically put a stop to production, and this is a class of goods that improves by keeping and maturing under proper conditions. Hence, at Messrs. Treloar's, a supply of lino is forthcoming such as can rarely be seen nowadays, and in the best of condition. Carpets of all descriptions are there, from the finest and rarest products of the looms of England or of the East for the best apartments, down to inexpensive floor-coverings for the less important rooms of a house. There is also the advantage at Messrs. Treloar's of fine space and good light for the carpets to be spread out for selection; and, where such a necessary is required, no time should be lost—as prices are inevitably rising—in seeing this immense and beautiful stock.



A BLOUSE OF THE MOMENT.

This is made of white muslin with a white piqué waistcoat striped with red. The revers are of muslin, and there is a wide belt showing in front.

An alarming report has been issued on the dirty and unwholesome state in which a great deal of the milk consumed reaches the public. Even in the soldiers' hospitals—nay, even at Infants' Welfare Centres—milk was found full of unwholesome bacteria, actual germs of disease, and particles of dirt! The report adds the information that such contaminated milk is largely prevented from being sold by State supervision in the United States, and that wherever such precautions have been taken a very marked result in diminishing infant mortality has been obtained. We have a right to claim similar attention from our authorities in a matter where we are unable to protect ourselves. Milk is the only—that is, the *sole*—food suitable for infants up to a certain age, six months at least, and a very important, even essential, part of the diet of older ones; and if it is brought to us in the dirty, unwholesome condition described (which is not necessarily perceptible to our own senses in look, smell, or taste) we have no chance of keeping the precious little ones in health. Why is not that done for us by our public authorities that is done by the American Government in securing clean milk from healthy animals?

Milk contains every element of nourishment; it is not a drink, but a real food, supplying fat, sugar, proteids, and mineral matter in proportions approaching those required by the body. It ought to be known by all house-wives that skim-milk, when it can be obtained, affords almost as much nourishment as fresh unskimmed milk. It does not do as food for a young baby, who takes no other sort of food but milk, and so needs it whole; but for older children, as nothing is taken in the skimming but the fat—which they get in other ways—skim-milk is excellent food. It makes sweetened cereal puddings, of course, but it will also turn into excellent soups, either as it is or half water, thickened either with a little flour, or with oatmeal, sago, tapioca, maize-meal, or rice, seasoned, and flavoured with onion, tomato, potatoes, cabbage, fish, or cheese, according to what we can get at different times. Salt ought not to be put into a milk soup till it has boiled, or it curdles. A beaten egg is a splendid addition.

FILOMENA.

Mappin & Webb LTD.

Sterling Silver



THIS melon-shaped Cafe au Lait Service, in finest hand-wrought Silver, with early eighteenth century flat-chased decoration, is typical of the many beautiful services to be seen at the Company's London showrooms. A visit of inspection is cordially invited, or a fully illustrated Catalogue will be sent post free.

Illustration:

Coffee Pot (holds 1 pint)	... ...	£14	10 0
Milk Pot (holds 1 pint)	... ...	£14	10 0
Sugar Basin	... ...	£6	15 0

London Showrooms:

2, QUEEN VICTORIA STREET, E.C. 4.; 172, REGENT STREET, W. 1.; 158-162, OXFORD STREET, W. 1.

Manufactory: The Royal Works, Sheffield.

PARIS. ROME. MONTREAL. JOHANNESBURG. BUENOS AIRES. RIO DE JANEIRO SAO PAULO.

Get it at

Harrods

IT is not merely a matter of being able to get *everything* at Harrods, but of feeling sure that everything you do get is *good*. Needless to say, Harrods policy is one which supports that wide claim to the uttermost. When Harrods say they guarantee to satisfy each patron, they mean they undertake to do all that is possible in this direction. They will exchange an article, if needs be—provided, of course, the article has not been already used—and if needs be they will take back the article and refund the money paid for it.

There can be no better proof of the high quality and value of Harrods merchandise than the singular rarity with which Harrods are called upon to do either of these things.

But the man or woman who buys from Harrods expects, and rightly expects, that he or she is going to get the kind of thing required, and to get it *first time*.

And it is Harrods unceasing pride and endeavour to supply precisely what is wanted—making any matter of ultimate exchange or reimbursement a quite negligible factor in the transaction—albeit a factor cheerfully introduced, should it for any reason be desired.

LUNCHEONS AND TEAS

It has been so often pointed out to us from outside that the excellence of the Cuisine and Service in Harrods "Georgian" Restaurant is insufficiently known that we tender this reminder and welcome to every visitor to Harrods who may be unaware of the great convenience the "Georgian" Restaurant affords.

HARRODS Ltd

Woodman Burbidge Managing Director

LONDON SW1

HARRODS BEDSTEADS

An Example

A very fine Mahogany and Gilt Bedstead of the Louis Seize period. Foot-end is shaped, of double cane, with carved enrichments picked out in gilt. The whole of this Bedstead is of the finest workmanship. It is fitted with easy-running French castors. Size: 5 ft. wide by 6 ft. 6 in. long .. .. .. **£54 10s.**



Harrods specially invite you to call and inspect the wonderful selection in their Bedstead Salons.

GOVERNMENT RECOGNISES AND ENCOURAGES INDIVIDUAL ASSURANCE.

Life Assurance is wisdom for the thrifty and for the prodigal, for the poor and for the wealthy. It is the sure support in future needs. Government recognises the necessity of Assurance by making annual grants to cover the premiums of those called to the colours. Government encourages Life Assurance by making rebates from Income Tax to cover premiums.
Take out an Endowment Assurance Policy *now*. You create a capital that cannot shrink or depreciate—you secure protection for wife and child from the moment the first premium is paid.

Write for particulars of new Standard Life Schemes.

The STANDARD LIFE Assurance Company. Estab. 1825

Head Office—EDINBURGH: 3, George Street.
LONDON: 83, King William Street, E.C., and 3, Pall Mall East, S.W.
DUBLIN: 59, Dawson Street.

If your MEAT or FISH is tasteless,

you can improve its flavour greatly by adding a few drops of LEA & PERRINS' SAUCE.

Lea & Perrins

Why Violet Loraine relies on Daisy Tablets to dispel HEADACHE



Photo. by Foulsham and Banfield.

Alhambra Theatre, Leicester Square, London, Dec. 28th, 1917.

To the "Daisy" Co.

Dear Sirs,

I place the utmost reliance on your "Daisy" Tablets for they never fail to at once relieve any headache I may suffer from. It is good to know that we can rely upon a British cure for these inconvenient attacks, and I always strongly recommend your handy tablets.

They are so speedy and certain in their curative effects, and never have any disagreeable after-effects.

You have my permission to publish this letter and also my photograph.

Yours truly,

Violet Loraine

There is only one Violet Loraine—only one indisputable Queen of Revue. Who can withstand the charm of her abounding gifts and graces, the infection of the wholly delightful humour, the unexcelled piquancy of her repartee and role? But Miss Loraine is as wise as she is witty, and never dallies with a headache or neuralgia attack. Long since she discovered the most effectual means of overcoming such annoying discomforts, and like all thoughtful people dispels them by the aid of "Daisy" Tablets. It is not a mere coincidence that her frequent partner and conspirator in chasing dull care away—that inimitably droll comedian, George Robey—shares both her opinion and experience of "Daisy" Tablets.

DAISY TABLETS

Cure Headache & Neuralgia.

TREATISE & SAMPLE FREE.

If you would like to try them at our expense, send us your name and address on a postcard, and we will send you FREE a dainty box, along with a very interesting scientific booklet on the cure of head and nerve pains of all kinds. Write to-day to DAISY, LTD. (Dept. T 13), LEEDS.

"Daisy" Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T13), Leeds.

NEW NOVELS.

"Mrs. Bente." The simplicity with which "Mrs. Bente" (Collins) is written serves to heighten the effect of its melancholy theme. Fine writing, or that aggressive and posturing realism that blemishes



ON THE WESTERN FRONT: AN ANTI-AIRCRAFT GUN IN ACTION IN THE RUINS.
Official Photograph.

the work of so many of our younger writers, is eschewed with refreshing restraint. Mr. C. E. Laurence is naïve, and his characterisation is without subtlety. This is all to the good. The gist of the story can be given in a sentence. There was once a curate who married a prostitute, hoping to reclaim her. It was, of course, an act of folly—folly as deadly and terrible, in its own way, as her life of sin. Mr. Filson Young once gave us, very minutely explored and illuminated, the heart of such a woman, plumbing the depths of the pitiless selfishness of vice. Ellen, in "Mrs. Bente," though she was only an East-End failure instead of a Parisian success, presents the same insoluble problem as Toni. The last thing her nature could possibly desire was reformation. The amazing part of her history is the acquiescence of Gervase's priestly colleagues in his fatal marriage. It is incredible that they should have consented to it. The author, we notice, hurries over this stage of the affair. Ellen was clever—not clever enough, apparently, to be a success in her profession, but agile with the sharpness of a cornered rat on occasion. Reflection on the plot of "Mrs. Bente" carries us back to Rossetti's Jenny, and the first and last word there written on light woman. Mr. C. E. Laurence's book calls up, once again, the great mystery of the immanence of evil. "Like a toad within a stone. . . ."

"The Work of Her Hands." "The Work of Her Hands" (Chapman and Hall) is a variation of the theme so successfully used by the late Mr. and Mrs. Claude Askew in "The Shulamite"—the attraction of a lovely young woman for the brute in man. It is a sad story, and not less sad because there are crudities in its method. Poor little common Winnie Hurst had been handed over to a husband many years older than herself by her callous uncle and aunt, and had suffered a loveless awakening from maidenhood to marriage. David Hurst was a forceful person who alternated between Puritanical austerity and gusts of passion for his pretty wife, either mood being equally distasteful to the young woman. The situation, at this stage, was plainly ripe for the intrusion of a third person; and, when the Hursts let their bed-sitting-room to an idealist with silk socks and cut-glass toilet-bottles, disaster followed. What that disaster was, and how David Hurst squared his account with Basil and Winnie, is to be found in the last chapter, and to reveal it would be to give away the author's biggest situation. There is, to us, something repellent in the determination shown in this book to force upon the reader the nature of the relations between Hurst and his wife. It is meant well, perhaps, and intended to work out in artistic contrast with Basil's dreams and aspirations; but it overweights the story with sheer ugliness, and neither the gentle Basil nor the butterfly side of Winnie can counteract its unwelcome dominance.

"Mary Plantagenet." Of course, it is plain that young Mrs. Dinneford (who is Mary Lawrence in the story of her first twenty years) will be meeting Mr. J. C. Snaith's other popular heroine, Araminta, as soon as she steps off the stage of "Mary Plantagenet" (Cassell). This is what we must call an Aramintish book—a book of laughter and girls, a book of the young man's pre-war London, a book of Ladies with a capital L, and the lower orders with a little one. One of the most enjoyable things about it is that the abandonment of the infant Mary Lawrence on a doorstep in Grosvenor Square can never, for a minute, take anybody in; while at the same time it produces a pleasant feeling of perspicacity in the reader when he perceives, without actually being told, that the baby in the basket is a ducal mystery. A policeman's kitchen is all very well; but only the babies of the august are found in fogs and adopted as conveniently as Mary was adopted—in fiction, that is to say; and Mr. J. C. Snaith is not troubling himself about the grey lines of life as it usually works out. There is sunlight in "Mary Plantagenet," gay improbabilities,



ON THE WESTERN FRONT: A BRITISH GUN IN ACTION NEAR A VILLAGE POND.
Official Photograph.

and equally gay verisimilitudes. It is very light and entertaining, and altogether Mr. Snaith is to be congratulated on having written another happy book.

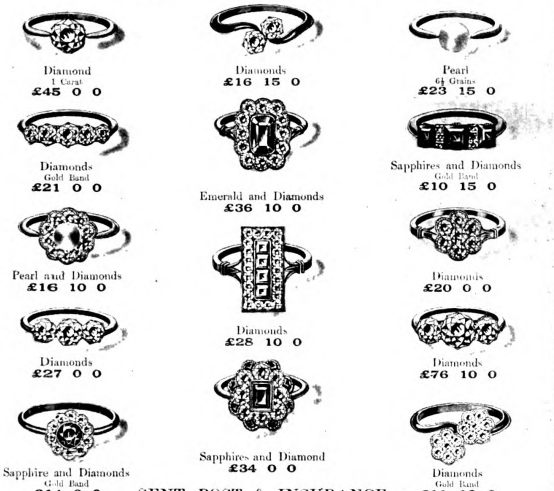


Charles Packer & Co Ltd.

GOLDSMITHS & SILVERSMITHS

BEAUTIFUL GEM RINGS

MOUNTED IN FINE PALLADIUM



Diamond 1 Carat £45 0 0 — Diamonds £16 15 0 — Pearl 64 Grains £23 15 0

Diamonds Gold Band £21 0 0 — Emerald and Diamonds £36 10 0 — Sapphires and Diamonds Gold Band £10 15 0

Pearl and Diamonds £16 10 0 — Diamonds £28 10 0 — Diamonds £20 0 0

Diamonds £27 0 0 — Diamonds £76 10 0

Sapphire and Diamonds Gold Band £14 0 0 — Sapphires and Diamond £34 0 0 — Diamonds Gold Band £11 10 0

SENT POST & INSURANCE FREE TO ANY ADDRESS ON RECEIPT OF REMITTANCE. MONEY RETURNED IN FULL IF NOT APPROVED.

76 & 78 REGENT STREET, LONDON, W.

GAMAGES

A House which is Renowned the world over for Quality and Service.



WOUNDED OFFICERS

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

HOLBORN, LONDON, E.C.1

THE "SUMMER" TRENCH COAT

(As illustration.)

This coat is made from a specially prepared fabric scientifically treated by a new process. Rainproof to a degree hitherto unattainable, smartly cut and well tailored, Light in weight. Lined same material as outside of coat and interlined oiled fabric. All sizes in stock. Perfect fit guaranteed.

PRICE **70/-** POST FREE U.K.

READ THIS TESTIMONIAL.

4/3/18.

MESSRS. A. W. GAMAGE,

SIRS,—I should be obliged if you would quote me for cleaning and re-proofing the Trench Coat which I purchased from you last June (1917).

I may say that I have had this coat on Active Service since July, and have given it pretty hard wear, and, with the exception of being dirty, it is still as good as the day I bought it.

It has never let the rain in, and is a comfortable and serviceable garment—easily the best of several of which I have had.

Yours faithfully,
(Signed) W. G. A.
B.E.F. (France).

Naval & Military Catalogue Post Free.

TERMS—NETT CASH.

R.A.F. Uniforms to order. Patterns and Prices Post Free.

"Control" Prices and a Moral

ONCE upon a time a man named Sheraton made very beautiful chairs—so beautiful that people who had wealth and fine taste built fine houses and decorated lovely rooms so that the Sheraton chairs could be seen to advantage in them.

WHEN King Demos came to reign he said: "It is not right that any of my subjects, just because of their being wealthy, should have finer chairs to sit on than my poorer subjects." So he ordained that it was unlawful for any chairs to be sold for more than three guilders for each chair. Sheraton was then paying more than three guilders for the labour on one leg of one of his beautiful chairs. So he died of a broken heart, and all the Sheraton chairs had to be sold for three guilders each, and the merchants who had stocks were ruined. Many poor people bought these chairs, but they did not think them strong enough.

MANY years after King Demos died, and the law concerning the price of chairs had lapsed or was forgotten. Connoisseurs went about the country and bought all the Sheraton chairs and put them back again into their place of honour, paying, sometimes, ten times the price that Sheraton sold them at.

Moral:

Do not conclude that the "control" price of an article denotes its actual value.

Get Haig & Haig Whisky *if you can.* It is the "Sheraton" quality



IN the Home Market I am very scarce owing to Government restrictions. No new accounts can be opened at present.

My famous contents are exported in this bottle.
AFRICA is calling for me,
INDIA is calling for me,
CEYLON is calling for me,
EGYPT is calling for me.
ARE YOU?

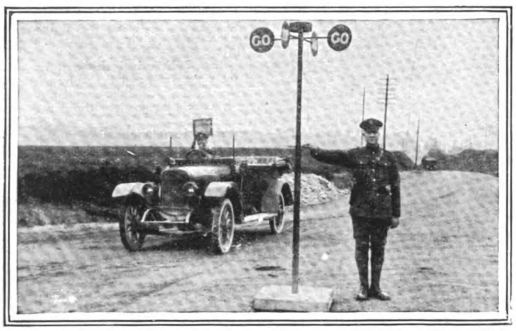


Haig & Haig Five Stars Scots Whisky

Head Office: 57 Southwark Street London S.E.1

THE GENESIS OF BRITISH WAR POETRY.

NOT the least interesting point about Mr. William S. Murphy's book, "The Genesis of British War Poetry" (Simpkin, Marshall), is its own genesis. "Originally intended to be the introduction to an anthology of British war poetry, it has grown too large for the purpose," and is thus issued as a separate essay, while the anthology, with critical appreciations by the same writer, is reserved for a future volume. Mr. Murphy has not been content merely to scratch the surface of the ground which produced such a prolific and unexpected crop of war poetry. He digs deep into the soil of history—political, industrial, intellectual, and religious—in order to find its roots. His book, in fact, is far more than a literary study of a poetic revival. It is a keen analysis of the influences that have governed British national life since the Napoleonic period, ending with a summary of the events that led up to the present war. Incidentally, he denounces those who have criticised our war poetry, and have accepted Cowley's dictum that "a warlike, various, and tragical age is best to write of, but worst to write in." Mr. Murphy easily refutes Cowley from the evidence of history, but he has still to prove the critics wrong in saying that present-day war poetry has not, except in a few instances, reached a very high level. After all, poetry is an art, and requires something more than fervour, realism, and spontaneity. The great poets whom he cites as writing in Elizabethan and Napoleonic times were not amateurs, but supreme artists. The singers of the trenches—vivid and moving as their work often is—cannot be compared, *ipso facto*, to the masters of song, any more than artists of the trenches could be compared, because of the intense interest of their subjects, to the masters of painting. The undoubted fact that the outpouring of war poetry expresses a great spiritual "uplift" of the national soul does not necessarily mean that the poetry itself is great. It is unfair to suggest that critics have been actuated by professional jealousy. They would be the first to acclaim a masterpiece written by a soldier or a sailor poet.



ON THE BRITISH WESTERN FRONT IN FRANCE: A NOVEL MILITARY CONTROL.
Official Photograph.

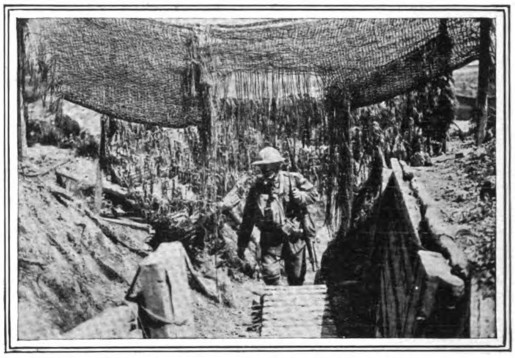
Yet another new treatment has been added to the equipment of Harrogate Spa. It is the Paraffix Wax Bath, and it promises to be a most valuable method of easing stiff and painful joints. The temperatures borne whilst in this bath are remarkably high. Apropos to Harrogate, a novel flag day for to-day, June 15, is being arranged. It will take the form of an Italian Fruit Market, and will be held in the beautiful gardens of the Royal Hall.

The prices given for the well-known "Greys" cigarettes in the advertisement appearing on the cover should read: 200 for 7s.; 500 for 16s.; and 1000 for 31s.

The chairman and directors of Messrs. A. W. Gamage, Ltd., of Holborn, are to be congratulated upon a very satisfactory report. The turnover has been a record one, the net profit, £54,299 6s. 9d., making, with the amount brought forward, £60,032 19s. 1d. A dividend of 8 per cent. per annum is being paid on the Ordinary shares, and the General Reserve raised to £41,500. The chairman and governor, Mr. A. W. Gamage, the directors, and the shareholders must, alike, be well content with the result of the year's efforts.

"ROMANTICISMO," AT THE AMBASSADORS'.

THIS fine piece was far too good a thing to be given at one or two performances, whether by Italian or by English players, and then left on the shelf. It was worth the chance of a run; and all theatre-goers who love a genuine story and eloquence on the stage will be glad of the opportunity the revival in English of Rovetta's stirring drama of the Risorgimento affords of making the acquaintance of this work of art. "Romanticismo" went well last Saturday night, and served to remind the audience of the great effort of our Southern ally in the present war. Once more the declamatory fervour of Mr. Cowley Wright enabled both the rhetoric and the situations to secure their proper thrill.



ON THE BRITISH WESTERN FRONT IN FRANCE: A TOMMY CROSSING A CAMOUFLAGED TRENCH.—[*Official Photograph.*]

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 18s. 9d.
	Six Months, £1 8s. 9d.; or including Christmas Number, £1 10s. 7d.	
	Three Months, 14s. 1d.; or including Christmas Number, 16s. 6d.	
CANADA.	Twelve Months (including Christmas Number), £2 9s. 11d.	
	Six Months, £1 9s. 3d.; or including Christmas Number, £1 11s. 8d.	
	Three Months, 14s. 7d.; or including Christmas Number, 17s. 0d.	
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number), £3 5s. 3d.	
	Six Months, £1 11s. 5d.; or including Christmas Number, £1 13s. 10d.	
	Three Months, 15s. 9d.; or including Christmas Number, 18s. 2d.	

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2

URODONAL

MAINTAINS YOUTH OF THE HEART AND ARTERIES.



It frees them from all the waste products, uratic and chalky deposits which tend to harden their walls.

This cleansing process may be compared to the cleaning of the boiler and pipes of an engine, which would certainly refuse to work were its various parts allowed to become clogged with accumulated dust and dirt.

The same rule applies to the human machine.

Certain blood vessels (veins and arteries) can be compared to boilers. By dint of continually working and circulating blood that is more or less loaded with impurities, their walls become encrusted and hardened, so as to resemble "clay piping." This is **Arterio-sclerosis,** the baneful consequences of which are only too well known. Uric acid is the chief enemy, inasmuch as it is always present in excess whenever nutrition is disturbed. It paralyses the heart, and is in some cases the sole cause of certain diseases of this organ (Pericarditis, endocarditis, etc.).

Heart trouble, as well as disorders of the circulation, are, therefore, greatly benefited from the use of URODONAL, which is **thirty-seven times more powerful than lithia** as a solvent of uric acid; and, therefore, effectively prevents the appearance of the manifold troubles due to its presence.
Dr. DAURIAN, Paris Medical Faculty.

URODONAL, prices, 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 and 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be obtained, post free, the full explanatory booklets "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON & Co., 8, Clive Street, Calcutta.

URODONAL dissolves uric acid, removes sandy deposits from the heart valves, prevents degeneration of the blood vessels, which interferes with normal circulation, thereby preventing overstrain of the heart.

JUBOL

A Physiological Laxative.

Medical Opinion:

"If the physician can get his patient to swallow *whole* one or two tablets of JUBOL every night before going to bed, he can rest assured that it will not be long before the general health of his patient is restored, for he will thereby overcome the *intestinal atony*, which is beyond doubt the initial cause of all the trouble."

DR. THOUVENIN,
French Medical Faculty.



Constipation
Hæmorrhoids
Biliousness
Skin
Blemishes

Recommended by the Medical Profession in England & Abroad

"If you would only take 'Jubol' regularly every night for a little time, that tired, languid feeling would soon disappear, and you would be radiant with health and good spirits."

JUBOL, price 5/- per box (complete course of six boxes, 20/6). Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, 5/3 & 30/-, from the British and Colonial Agents, HEPPELL'S, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."



Lace-trimmed Blouses

We are exhibiting, in the Balcony Salons at the Linen Hall, some charming blouses for Summer Wear, including beautiful models in Crêpe-de-Chine, Georgette, Voile and Silk.

No. L.L.N. 607.—Blouse in white voile, trimmed small tucks, inlet Valenciennes lace back and front, and small tucks. Sizes, 13-14½. Our own make 19/11
O. S. 2/- extra.

Write for a copy of our Summer Catalogue sent post free on request.

Robinson & Cleaver Ltd

THE LINEN HALL
REGENT STREET LONDON W. 1.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Post it to Pullars

That Felt, Straw or Velour Hat for cleaning and reblocking to prevailing shape. New linings and hat bands supplied where necessary. Send to any Pullar Branch or Agent, or post direct to—PULLARS'

Cleaners & Dyers Perth

Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS
Sketches and Designs for all purposes.

Cerebos SALT

is guaranteed by independent authorities

such as the

BRITISH INSTITUTE of HYGIENE

Myers' Silver Series



SMOOTH AND VELVETY, WITH EASY GLIDING ACTION. THE PENS FOR RESTFUL WRITING.

Assorted **6d.** Sample Box
OF ALL STATIONERS
Or post free, Sevenpence, from Manufacturers
M. MYERS & SON, Ld., Charlotte Street, Birmingham.



The Petrol-Saving Tyres

Actual test against canvas-lined tyres proved Palmers give ten per cent. more mileage per gallon. And Palmer Cord Tyres last longer.

PALMER CORD TYRES

Made in all sizes, with the original three-ribbed rubber and the steel-studded treads.

Write now for the Booklet 'Palmers, Petrol, and Power,' which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

THE PALMER TYRE, LTD.
119-123 Shaftesbury Avenue, London, W.C.2

Branch Depots:
BIRMINGHAM. COVENTRY,
GLASGOW. LEEDS,
MANCHESTER. NOTTINGHAM.

B3

Delta

WOMEN'S War Time shoes, as well as these summer shoes, are now obtainable at the shops appointed to sell Delta.

The War Time are all lace shoes, Oxford and Derby patterns, made on Delta lasts and sold at 18/- a pair, laces extra.

At the same shops men's War Time boots are obtainable at 26/3 for a pair or 13/2 for a single boot, laces extra. The single boots, rights or lefts, are for those men who have been so unfortunate as to lose a leg.

The supply of single boots too is unlimited, though the supply of all other Delta including War Time is limited, the shops being rationed and receiving their deliveries only on fixed dates.

Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
City Telephone
London Wall
6989



330—19/9
Agents everywhere

2017

Hindes Guaranteed HAIR TINT

(Registered title 'Inegerol')



THE SAFE WAY

to renew the natural colour of **Grey or Faded Hair** is to use **Hindes Hair Tint.** Permanent in effect, natural in shade, washable and undetectable, it is guaranteed by the highest medical authority to be absolutely harmless. (Certificate accompanies each bottle.) In seven natural shades.

2/6 per Flask.

Of all Chemists, Stores, and Hairdressers, or direct from **Hindes Ltd.,** Patentees & Manufacturers of Hindes Hair Wavers, 1, Tabernacle Street, City, London.

HIMROD'S ASTHMA CURE

HIMROD'S CURE FOR ASTHMA

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c.
Wellington Emery and Black Lead Mills, London, S.E.1

Petrol Economy with the

CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1

BRITISH MADE

MAZDA

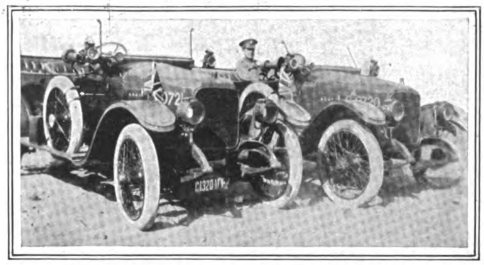
If you use Mazda Lamps exclusively your light bills will be the lowest possible

The original Drawn Wire
ELECTRIC LAMPS

THE CHRONICLE OF THE CAR.

Magneto v. Battery Ignition.

There has been a considerable amount of recent discussion in America as to the comparative merits of ignition by magneto and the alternative battery system. Opinion seems to be rather divided on the question; but, so far as one is able to follow the controversy, it appears that the arguments are largely dictated by the personal interest one side or the other has in the system it favours. There is doubtless a good deal to be said for either system, and, as in any other controversial question, it is possible to prove to-day that the one has it, while to-morrow the arguments in favour of the other appear to be overwhelming. So far as we in this country are concerned, the matter is not yet one that is likely to cause us much concern, because the British manufacturer has not acquired the habit of fitting his cars with electric lighting and starting sets, and is thus confined, for the time being, to the magneto as a means of generating the current essential for ignition purposes. But there is no reasonable doubt that after the war he will, if he is to meet on level terms the competition of the imported car, have to equip his vehicle with these accessories, which until now have been regarded as luxuries, but which the Americans have really made into necessities. Then will come the time for controversy between the advocates of the retention of the magneto and the opposing school which regards it as superfluous in the case of the vehicle equipped with an electric generating plant for lighting and starting.



NOTABLE CARS IN THE WAR: VAUXHALLS IN EGYPT

General Allenby is among the distinguished war leaders who by their use of the Vauxhall confer on it an honour. Our illustration shows two of the cars used by the Commander-in-Chief's Staff. They were landed in Egypt in September 1916, and, writing in February 1918, the driver of one of them points out that "it has been on the road every day since, has never given any trouble in any shape or form, and is in as good condition as on the day it landed."

For my own part, I must say in advance that I cannot see why we should want both systems on a single vehicle. In the days when the battery system was the only one available, it was admittedly a terrible source of trouble. Certainly seven-tenths of the roadside troubles that beset one were due to faulty ignition apparatus; but it must be remembered that that apparatus was at least as crude as the car itself. Those were the days when the car-owner was carrying out the manufacturer's experiments at his own proper cost and charge—and not only in ignition apparatus. But we have travelled a long way since then, and in any case there is no real comparison between the battery system of 1903 and that of 1918. Then we did not carry the re-charging plant on the car. The batteries had to be charged from an electric main

[Continued overleaf.



An interesting landmark in an old historic Scottish town.

"Ideal car for a medical man. Will never fail him . . . Speedy, silent, and a good hill-climber."—*Pre-War Letter.*

DEPENDABILITY

The Post-War A. J. Car will be even something better.

Arrol-Johnston LTD., DUMFRIES.

ROLLS-ROYCE

What Rolls-Royce Ltd. have done in the War

THEY HAVE supplied their world-renowned Aero Engines in continually increasing numbers.

THEY HAVE received considerably smaller profits than in peace times.

THEY HAVE unreservedly placed their expert knowledge at the disposal of the Allies, from whom they have received grateful acknowledgment.

ROLLS-ROYCE, LTD, *Contractors to H.M. Government*
14 AND 15, CONDUIT STREET, LONDON, W. 1
Telegrams: 'Rolhead Reg, London.' Telephone: 1654 Gerrard (3 lines)
AND AT DERBY, PARIS, NEW YORK, MADRID, BOMBAY, ETC.

ROLLS-ROYCE

PROTECT YOUR WRIST WATCH
WITH A
WRIST WATCH "Mesh-Guard"
PAT. NO. 105694
BRITISH MADE.
NEAT—ORNAMENTAL—SIMPLE—STRONG
—ABSOLUTE PROTECTION.
INSIST ON THE
WRIST WATCH "Mesh-Guard"
PAT. NO. 105694
IN THE LITTLE ENVELOPE SHOWING OFFICER'S CUFF TRADE MARK.
HEAVILY SILVER-PLATED ON HIGH GRADE NICKEL SILVER. 1/-
ROLLED GOLD OR H. M. SILVER. 2/6
If unable to obtain, write to the Mesh-Guard, No. 45 Dept., Diamond House, Hatton Garden, London, E.C. 1

Watchmakers. Established 1851.
SMITH'S ALLIES WATCH
LUMINOUS
ACTUAL SIZE
FRONT ABSOLUTELY UNBREAKABLE.
SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.
With Hinged Case, £3 3 0
Please write for Special List of Accessories for the Front.
S. SMITH & SON LTD. ESTD 1851
HOLDERS OF 6 ROYAL WARRANTS.
WATCH MAKERS TO THE ADMIRALTY.
G, GRAND HOTEL BLDGS TRAFALGAR SQ. W.C. & 68, PICCADILLY, W.

Fine Brilliant and Sapphire Twin Ring. £12 12 0
A fine Assortment of Rings & Jewellery always in stock.
Fine Brilliant Ring, Open Circle Setting. £10 10 0

MEDICAL WRIST WATCH.
Luminous Figures and Hands.
Screw in Dust and Damp-proof Case.
Registers with of Seconds.
Invaluable for Hospital Work.
Sterling Silver, £5 15 0

ALARM
The Alarm will arouse the Heaviest Sleeper.

WATCH
Sterling Silver 'ALARM' Watch, white dial, £6 5 0
With Oxydised or Nickel cases, white dial, £5 5 0
With black dial 5/- each extra

Luminous Alarm Watch. Perfect Timekeeper.
The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.
S. SMITH & SON, LTD., Est. 1851.
6, GRAND HOTEL BLDGS, TRAFALGAR SQ. W.C., & 68, PICCADILLY, W.



NAPIER

The Proved Best Car.

SIX-CYLINDER

MOTOR CARRIAGE

THE PROVED BEST.
BRITISH BUILT.

"AS the ancient fanes of England speak to us of the sound and enduring craftsmanship of their builders, so does **The Six-Cylinder Napier** impress us by the stability of its construction. Silence bestows a virtue on it."—*Country World*, May, 1918.

ORDERS NOW RECEIVED FOR THE NAPIER POST WAR MODEL

D. NAPIER & SON, Ltd.

14, NEW BURLINGTON ST., LONDON, W. 1

Also at ACTON, LONDON, W. 3

Overland

Comfort with True Economy.

APPEARANCE: Beautiful in lines and finish, this Overland Motor-Car has grace and style.

PERFORMANCE: It is dependable—capable of speed and endurance—free from petty troubles.

COMFORT: Easy to ride in—under rough or smooth going. Convenient to drive; simple to control.

SERVICE: Made by the largest exclusive motor-car manufacturers—abundantly able to guarantee it.

PRICE: Manufactured under the economies of the largest buying and production facilities, it affords the advantages of price-saving yet quality up-keep—it ensures for you the utmost in value.

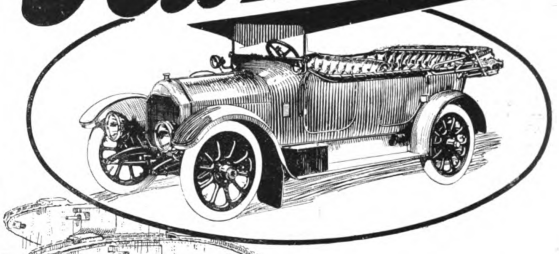
We are booking orders now to ensure early delivery after the War.

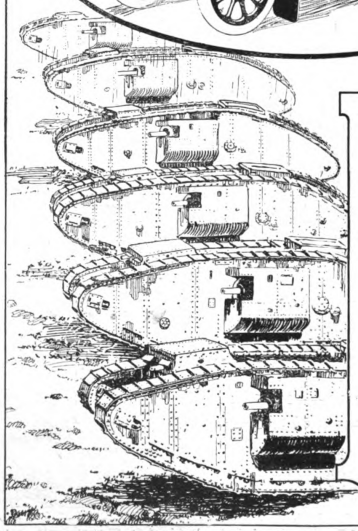
Willys-Overland, Ltd
151-153 Great Portland Street London W.

Telephone . . . . . Mayfair 6700.
Telegrams . . . . . Wilovelon, London.



Humber





When the Tanks Return

—those who have risked their lives at the Front will find peace, comfort and solace once more in touring the country roads of England in a post-war 'HUMBER' Car.

HUMBER Limited,
Coventry.

Continued.]

away from the car. Then the battery itself could never be really depended upon. Many a time have I been stranded by an internal short-circuit in the battery, which left me with no current for ignition—generally miles from the nearest place at which another could be obtained. Of course, one always had a spare battery; but that was generally found to be also exhausted when it was wanted. Even when the batteries behaved themselves, the rest of the system was so crude and unreliable that it required constant care and attention to make it work at all; and even then it could never be depended upon—except to give trouble. When, therefore, the high-tension magneto became perfected as an ignition appliance, it was hailed as a perfect godsend and we made haste to scrap our batteries; and, had it not been for the advent of electric lighting and starting systems, we should never have contemplated dropping the magneto. One thing is certain—which is that the battle for supremacy after the war will be fought out very largely on the price question. Unless we can get the cost of the British car down to a figure which will enable it to compete with the American vehicle, matters will really be worse than they were before the war. If that is so, as I believe, and if the car-buying public insists upon having electric light and electric starting, it seems to follow that the magneto will have to be dropped. In any case, it seems to be rather futile to duplicate the generating plant. Given that the dynamo is dependable for lighting and starting, surely it is equally dependable for ignition; and, if that is so, wherein can arise the necessity for fitting another generating machine for ignition alone? The magneto is an expensive apparatus, and, if we are going to hold our own in the markets, we have got to consider where cost can be saved. Here is one direction in which such a saving can be effected. Of course, where there is no lighting set we must retain the magneto; but the point of the argument is that we do not want both systems. True, the buying public, with unhappy memories of battery ignition, will have to be educated up to the improved system, but that ought not to be difficult.—W. W.



FOR THE HUMBER HOSPITAL FUND: INTERESTING SPORTS.

The Humber Hospital Sports, held the other day, were very successful, a gathering of over four thousand being present. The proceeds go to the local hospital. Our photograph shows a band of the R.A.F. taking part in a 50 yards' race.



J. C. VICKERY
177 to 183 REGENT ST. LONDON W
Their Majesties' Jewellers, Silversmiths & Dressing Case Manufacturers

Send for Catalogue of Useful Gifts, Post Free.



No. A2170.—Very Charming Bag in Black or Mole Grey Real Antelope, with Marcasite and Silver Clasp, lined Grey, fitted Mirror and Powder Puff. 7 x 7½ in., £3 17s. 6d. Black or Navy Moiré Silk, £2 17s. 6d.

No. A2174.—Lovely Solid Tortoiseshell and Silk Hand Bags, very finest quality. £4 15s., £5 17s. 6d., £7 7s., £10 15s. 6d.

Many other designs on view.

"SWAN" PENS

At pre-war Prices, from - - 10/6

SOLD BY STATIONERS AND JEWELLERS.

Writing with a "Swan" after using other pens is a new experience, and its charm never wears off. Once a "Swan" Pen user, always a "Swan" Pen user. No other pen has the same delightful touch, unfailing instantaneous action and thorough efficiency in every detail.



Catalogue Post Free.

MABIE, TODD & CO., Ltd., London, Manchester, Paris, Zurich, Sydney, Toronto, &c.
Associate House—New York and Chicago.



Bell's THREE NUNS Tobacco

All good tobaccos have their points—"Three Nuns" has all the points of all the good tobaccos . . . .

"King's Head" is similar but stronger
Both are sold everywhere at 11½d per oz

"THREE NUNS" CIGARETTES
MEDIUM
5½d for 10—11d for 20
Cardboard Boxes of 50 2/2½—100 4/3

595



Cheery Soles

Dri-ped wearers, young or old, have a broad smile often, wet feet never, and comfort all the time; and it's particularly cheering to know that wearing Dri-ped Leather saves half your boot bill.

Dri-ped the Super-Leather for Soles, is absolutely waterproof, and the higher leather mounts in price, the more Dri-ped's DOUBLE WEAR saves you.

War needs restrict Dri-ped supplies for civilian wear, though a limited quantity IS available. Military & Naval Officers can always obtain Dri-ped from repairers possessing Government permits.

WRITE FOR FREE BOOKLET.

See this trade mark in purple every few inches on each sole. Without it the leather is a substitute.

DRI-PED REG'D

Inquiries to Dri-ped Advt. Dept., County Buildings, Cannon Street, Manchester.

Sole Manufacturers:
WM. WALKER & SONS, Ltd., Bolton, Lancs.

The Super-Leather for Soles. B/6

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2.—SATURDAY, JUNE 15, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4131. – VOL. CLII. SATURDAY, JUNE 22, 1918. ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



UNION AND STRENGTH: A COMPOSITE COLUMN OF BRITISH AND FRENCH INFANTRY ON THE MARCH.

The intimate co-operation of French and British units on the battlefield, and often, indeed, the intermingling of battalions and detachments of both nationalities side by side under fire, have been a marked feature in several of the recent actions of the present year's Western Front fighting. In places, whole British and French regiments have fought shoulder to shoulder as composite brigades, commanded in some cases by French officers, and in others by British officers. The co-operation method, improvised originally for exceptional reasons and special purposes locally, has proved quite practicable and satisfactory. Nothing could exceed the spirit of *camaraderie* so engendered among the khakis and the blues, while the most friendly rivalry and chivalrous emulation has resulted, according to the accounts of war correspondents. It is so, we are told, among all ranks in both Armies.

PHOTOGRAPH.

THE AUSTRIAN OFFENSIVE ON THE ITALIAN FRONT

ITALIAN OFFICI



ON AN ITALIAN RIVERSIDE ROAD BESIDE THE MIDDLE PIAVE: INFANTRY PUTTING UP A CAMOUFLAGE SCREEN OF SAPLINGS.



WHILE PREPARATORY DEFENCE-WOR
PARTY TAKING ITS WAY



NEAR WHERE THE FOOTHILLS BELOW
VALLEY: AN ITALIAN BATTALI



TRENCH-MAKING ON A SECTOR IN THE NEIGHBOURHOOD OF THE RIVER FRONT: BUILDING FASCINE REVETMENTS ALONG A TRENCH-PARAPET.



WHERE ADDITIONAL TRENCH-LINES WI
BARBED-WIRE COILS

The long anticipated Austrian offensive against the Italian front, which opened after a prolonged and intensified artillery fire on June 15, was specially directed at the seventy miles' front between the Asiago plateau and the sea near the mouth of the Piave. The British troops holding part of the line on the Asiago Plateau were involved in the fighting. All along the assailed sectors the Allies were well prepared. As the illustrations show, nothing had been omitted beforehand to keep the firing-line front in touch by means of screened roads and communication-trenches, and also strongly held machine-gun outposts at points where the rocky ravines of the Asiago Plateau debouch on the level plain through which the Piave takes its course. Here and there the first onrush of the enemy slightly bent back the Allied outpost line, but after the first few hours' fighting, the Allies had completely

)OSITIONS ATTACKED—COMMUNICATIONS AND OUTPOSTS.

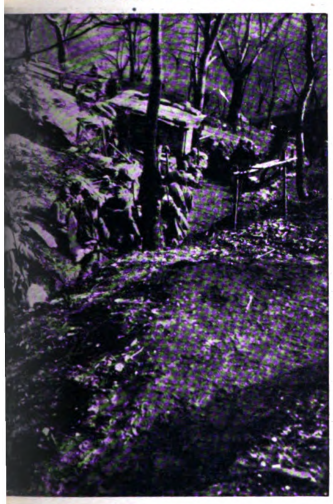
HOTOGRAPHS.



IRE IN PROGRESS: A WORKING
E OUTSKIRTS OF A CAMP.



ON THE EDGE OF THE ASIAGO PLATEAU TO WATCH THE RAVINES THAT DESCEND TO THE PLAIN OF THE PIAVE VALLEY: AN ITALIAN MACHINE-GUN POST.



AGO PLATEAU MERGE INTO THE RIVER
LLSIDE SHELTER-HUTS.

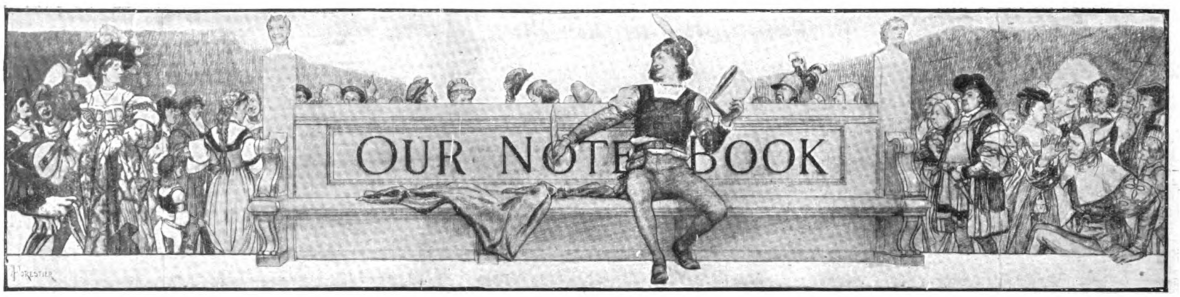


AMONG THE WOODED HILLS NEAR THE EDGE OF THE ASIAGO PLATEAU: AN INFANTRY DETACHMENT FILING TO THE FIRING TRENCHES ALONG A COMMUNICATION TRENCH.



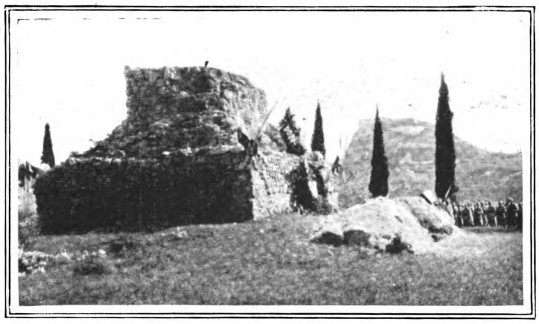
DER CONSTRUCTION: BRINGING UP
FRONT-LINE BARRIER.

restored their lines; taking upwards of 3000 prisoners in the operation. Those of the foremost Austrians who got over the Piave were held fast, or pressed back. The river is at its lowest, and fordable almost everywhere, at this time of year. Within forty-eight hours the first phase of the Austrian offensive had failed completely. Detachments here and there were still on the Italian bank of the Piave, and near the bridgehead of Sile, at the north-eastern corner of the Venetian lagoons, but elsewhere the enemy had been effectively beaten back, and the pontoon bridges they had thrown over the river were under Allied gun-fire. Some 5000 prisoners were by then in the hands of the Allies, of whom the British contingent held 700 odd, and the French, 300. Four Austrian Divisions attacked the British contingent. Their casualties were reckoned at 5000. Our losses were slight.



By G. K. CHESTERTON.

THERE is one rather grim joke about the pacifist or patriot groups in their argument about the war. It is the fact that, if we lost the war, we should certainly win the argument. Fortunately or unfortunately, we do not want to win the argument so much as to win the war. It is better for the world that the Prussian should be conquered than that he should be convicted—in the sense that it is more important that the Prussian should be conquered than that the Pacifist should be convinced. But, if the Prussian conquered us, he would very rapidly convict himself; if the Prussian were conqueror for an hour, the Pacifist would be convinced for ever. It would be more correct to say that there would be no more Pacifists to convince. And when we were waiting for starvation on this island, our food liable to be cut off permanently by submarine piracy, and our Navy and Army cut down permanently by terms dictated in Paris, Rome, or possibly London, it would, no doubt, be a great comfort to us to have proved to the Super-Ethical Society of Upper Tooting that we had unquestionably been right all along. Similarly, there may be social circles among the blessed shades in Elysium where certain of the dead can demonstrate from personal experiment that water drowns and wolves devour, that precipices and prussic acid have effects of a prompt description. We could debate, and we could certainly demonstrate; but we should be debating and demonstrating on an island of the dead.

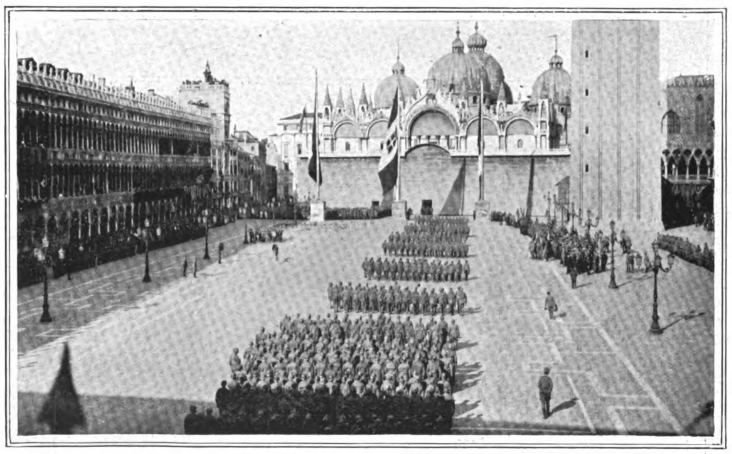


FRENCH MILITARY MEMORIES ON ITALIAN SOIL: THE MONUMENT TO NAPOLEON'S VICTORY AT RIVOLI.

French troops serving in Italy recently visited the monument at Rivoli to Napoleon's soldiers who fell in his victory there over the Austrians on January 14, 1797. A ceremony took place, and the bones of Napoleon's men who fell there were re-buried. The monument was dismantled by the Austrians in 1808.—[*Photograph by Alfieri.*]

In the abstract, we must accept the truth that there is no such pure, perfect, and rounded way of winning the argument as by the expedient of losing the war. We can never be quite so unanswerably right as we should be five minutes after we had been irretrievably ruined. Some of us, however, have still a strange shrinking from a solution which consists of being defeated by what we despise, in order to discover what we know already. It is truly said that Russia has already suffered the defeat and made the discovery. But, though this is true, it is an understatement of the truth. We cannot guess even from a Russian failure what would really be meant by a Prussian success. Russia is in a state of flux and not of finality; and Germany cannot even be safe in the East until she is safe in the West. She has still motives for conciliation—that is to say, for lying. She has still need of some pretence of benevolence, though her benevolence might very well pass for anybody else's brutality. She is treating her new friends the Ukraineans every bit as badly as her old enemies the Poles. But she is not treating them a hundredth part so badly as she certainly will treat them when they are even more helpless before her than were her enemies the Poles. For the Poles in the past were helpless because Western civilisation could not be induced to interfere for them. The Ukraineans will be more helpless in the future, when there is no Western civilisation to interfere. Not even in those wild Eastern wastes has the Prussian wolf appeared as he may yet appear, as wholly his own wolfish self. If his sheep's clothing is daily wearing thinner, there are scraps of wool clinging to the wolf. Some of them are woolly enough, certainly, like the words in which he tries to explain to his own tame Socialists his war on the whole social revolution, and even social reform, of Russia. But the point just now is not that his excuses for betraying and breaking the Russian reform are tricky and trumpery excuses; it is that he does think it worth while to offer excuses of some kind. He must still exert himself to deceive, before he can settle down comfortably to destroy. His hypocrisy is a happy sign, and it should lift our hearts. When the Prussian still talks of a just settlement, still talks of a lasting peace, still laments the slaughter and appeals to the society of nations, we know that he is being constrained to contradict his own nature. We know that he is not only lying, but that he is for some reason driven to lie. He is expressing something so foreign to him that it can hardly be expressed in the structure of his language, and cannot be quoted from a single example in his history. That the Prussian is talking at all about peace for Europe and justice for small nations is itself a proof that he does not yet dare to be himself.

If a man is arrogant when he apologises, what will he be when he demands an apology? If he can only assert himself when he has to ingratiate himself, what will he do when he has only to assert himself—or rather, to impose himself? If the treaty with the Bolsheviks was his notion of soothing the Socialists, what agreeable notion may we not form of his manner of smashing the Socialists? If his contribution to the politics of the Ukraine is to be regarded as a bribe, what in the name of all the demons is he likely to regard as a punishment? The more we consider these things the more we shall come back to the pleasing reflection that we have not really seen the Prussian yet. We have only seen something of the Prussian taste in masks and disguises; and it is a very Prussian taste. Now and again the disguise has been dropped altogether, and we have seen the reality which explains the strange nature of the disguise. But even then we had not seen it as we might live to see it, if we let it live and prevail. In this respect I am disposed to give a grave assent to those Pro-Germans who tell me I do not really know modern Germany. They are right; I do not know, and no human creature knows, of what modern Germany may be capable. Modern Germany does not itself know; it gives to the blindness and madness of its plunge into the darkness the name of progress and a will to power. No man has any notion of the end of which torture and infanticide are but the beginnings. Something would wax mighty that is worse than all crimes, and the essence of all—something the Greeks called insolence and the denial of the gods. The nations that had failed would find the rest of their days filled with a ceaseless hail of insults. Beyond that, none can guess what this red dawn would be like, if it reached its noon. There would be a Prussian peace to which all the Prussian wars would have been a comparatively soothing prelude, just as there is a tropic noon of which the warmth can only blight and the light only blind—a noon more annihilating than night.



VENICE UNDER WAR CONDITIONS: THE ITALIAN NAVAL REGIMENT REVIEWED ON ST. MARK'S PIAZZA.

The recently formed Italian Naval Regiment has already distinguished itself in action, at Capo Sile, on the Lower Piave, and the Venetian lagoons. The review was accompanied by a presentation of colours. The front of St. Mark's, it will be seen, has been protected against air-bombs.—[*Italian Naval Official Photograph.*]

FOUGHT TO A FINISH: A REMARKABLE EXPLOIT ON A BLAZING 'PLANE.

DRAWN BY JOSEPH SIMPSON.



THE PILOT STANDING ON A WING, KEEPING CONTROL, AND SIDE-SLIPPING HIS MACHINE DOWN SO THAT THE FLAMES ARE BLOWN AWAY FROM HIM AND HIS OBSERVER: THE OBSERVER FIRING AT THE ENEMY—BEFORE THE "CRASH."

Describing the incident illustrated above, Mr. Boyd Cable writes: "One of our machines engaged in combat with half-a-dozen triplanes was shot down in flames, with the escaping petrol ablaze. Both pilot and observer must have known that an immediate and cruel death could hardly be averted, but the pilot, clambering out and standing on the wing, kept control, and brought his machine down at an angle in a 'side-slip' so that the flames blew out clear of him and his observer. The observer, badly wounded over and over again, still stuck to his gun, and continued to fire up and back at his enemies, and during the engagement shot three of them down. The machine 'crashed' in the open between the opposing trenches, and the pilot, wounded in five places, dragged the observer, who had sustained six wounds, clear of the burning wreckage, and into some kind of cover from the pelting of machine-gun bullets and bombs, receiving a sixth wound while doing so. Both men were afterwards rescued by our infantry."—*[Drawing Copyrighted in the United States and Canada.]*

THE JAPANESE FLEET IN THE WAR.

By ARCHIBALD HURD.

THE steam-engine, the cable, and wireless telegraphy have so contracted the world that we are apt to forget that it still remains a very big place. Time in travel has been reduced and communications improved, but East and West are just as far apart to-day as they were a century ago. Whatever route he may choose, the British traveller must cover upwards of ten thousand miles to reach the nearest point in Japan. And yet the Japanese Navy is represented in the Mediterranean. The presence of those ships in the Midland Sea constitutes one of the most remarkable incidents in the gradual consolidation of the war efforts of the Allies.

There is a tendency to forget that a ship of war is no longer independent of bases, as was the case, to some extent, a hundred years ago, when war-vessels carried supplies sufficient for six months or so. Every Navy, moreover, requires ammunition, stores, and other supplies of its own particular types. The Japanese Admiralty has triumphed over these difficulties, with the result that for months past Japanese seamen, in association with British, French, Italian, and American seamen, have been engaged in fighting the German submarines in those waters.

If the Japanese had rendered no other service than the despatch of ships of war to the Mediterranean we should have reasons for feeling grateful to them for helping to keep open the essential sea-highway of the British Empire, thronged with transports and merchant-ships. But we owe it largely to Japan that the German flag is not to be seen to-day anywhere in the Pacific Ocean. The Japanese Fleet, co-operating with the Japanese Army, turned the Germans out of Kiau Chau; it expelled the enemy from Jaluit, the capital of the Marshall Islands; it assisted in hunting down Admiral von Spee's squadron, which was at last annihilated off the Falkland Islands; it helped in rounding up the enemy's merchant-ships in Far Eastern waters; it also lent its aid in transporting Australian troops to the Western theatre.

The whole fabric which the Germans had built up east of Suez has been brought to ruin largely by the influence of the great Sea Power of the Far East. The services which Japan rendered by sea in the early days of the war, she is still continuing to render. Our Ally has paid the price. She does not possess a large fleet, judged by the standard of the European Powers. She lost the cruiser *Takachiho*, a vessel of 3700 tons, as well as some torpedo craft, during the operations off Kiau Chau; and last year one of her finest armoured units, the *Tsukuba*, was destroyed by internal explosion—a mysterious business, whether due to enemy action or not. She was one of the earliest armoured cruisers to be built in Japan. Her displacement was 13,750 tons, and she carried four 12-inch, twelve 6-inch, and twelve 4·7-inch guns, being the forerunner of the battle-cruiser type with which the war has made us familiar.

Japan in 1914 was our Ally, but only in respect of our Far Eastern interests. The treaty between the two countries was signed at a time when we were all thinking of the future of British trade and British prestige in the Far East. It was agreed that we and Japan should make common cause against aggression from whatever quarter it might come. When this war broke out Japan eased the situation in the Far East by throwing in her lot with the Allies. She placed her whole Navy in the balance, and thus contributed materially to consolidate the Allied position in the Pacific. Some day the story will be told in its fulness, and Japan has no reason to shrink from a full revelation of her part in the war, particularly in respect of naval assistance in the West.

THE "NEW" STAR—OF 1895!

By AN ASTRONOMER.

THE celestial phenomenon which took place on June 8, when a new star of the first magnitude suddenly appeared in the heavens, is one of great rarity. Only three instances comparable with it can be found in astronomical records since these began to be kept continuously with any exactness—that is, during the past four or five centuries—one as recently as 1901, the others in 1572 and 1604. After a rapid increase in brilliance and a comparatively short maximum, decline set in, and these stars gradually faded from view, leaving, after a few months, only a faint telescopic object to mark the site of their former splendour. The present new star will, in all probability, follow a similar course.

Mr. W. F. Denning, of Bristol, the well-known authority on meteors, was observing until nearly dawn on the Saturday morning, and is confident that nothing unusual characterised the area in which the star was about to appear. On Saturday evening, however, the star was easily visible in the deepening twilight, being already nearly equal to Altair in brightness, and consequently among the six brightest stars in the sky. Miss Grace Cook, F.R.A.S., of Stowmarket, Suffolk, a prominent member of the British Astronomical Association, seems to have been the first person in the British Isles to note its presence. This was at 10.30 p.m. summer time, before darkness had really set in. Ten minutes later, it was seen at the Royal Observatory, Greenwich; and within the next hour various observers in different parts of the country (at Bristol, Croydon, Norwood, Newcastle, etc.) had remarked it. During the Saturday night the brightness remained pretty constant, but by the Sunday evening it had risen almost to that of Sirius, and was certainly the brightest object in the sky. An observer at Greenwich (the writer) actually saw the star with a small telescope of two inches aperture ten minutes before sunset, when only five degrees above the horizon.

The light on the Sunday evening was characterised by a peculiarly clear and flashing brilliance, which, however, was not maintained. On the Monday evening the "Nova" was still equal to Vega in brightness; but on the Tuesday evening it had sunk to a brilliance midway between Vega and Altair. Spectroscopic observations showed that it was passing into gaseous form. The Wednesday evening showed a further diminution to equality with Altair; and on the Thursday the star had fallen to about the same brightness as at discovery. A series of refined measurements of position was made at Greenwich Observatory, and search instituted among the photographic records which have been accumulating during the past thirty years. On a photograph of the area, taken at Algiers in 1895 (part of the international photographic survey of the heavens), a small telescopic star was found in the exact position now occupied by the "Nova."

So close is the agreement that there can be no doubt they are one and the same object; and not only so, but there has been no relative motion in the intervening period. This being the case, there is the strongest ground for presuming that the cataclysm, whatever its nature, which produced such an enormous outburst of heat as must necessarily have accompanied the remarkable increase in light, took place at a distance inconceivably remote from our earth, and occurred probably centuries ago, although the evidence of it has only now reached us. The star may readily be found if a line be taken from the Pole Star through Vega (the brightest star in the northern hemisphere), and carried on for about three-quarters of the distance between them.

THE WOMAN, THE BOY, AND THE LAND.

By S. L. BENSUSAN.

WE may start by ruling the stray boy out. They say in the country that one boy is a boy, two boys are half a boy, and three boys are no boy at all. The boy will work if supervised and alone, two will have some fun, three will have nothing else. From time to time the parents or guardians of promising town boys write to me of the great desire of the promising one to work on the land; my experience shows that both the desire and the promise die out in a week. I am afraid that my tendency is to leave others to profit by these wayward enthusiasms. The country lad under his father's eye is all right; he can earn good money to-day, and when he is eighteen or nineteen is allowed by the Country Wages Boards to take a man's wage. This is a mistake for many reasons. He cannot yet do a man's work; he costs more than he is worth, and is left with no prospects as far as farm labour is concerned. Then the lure of the towns begins to be felt.

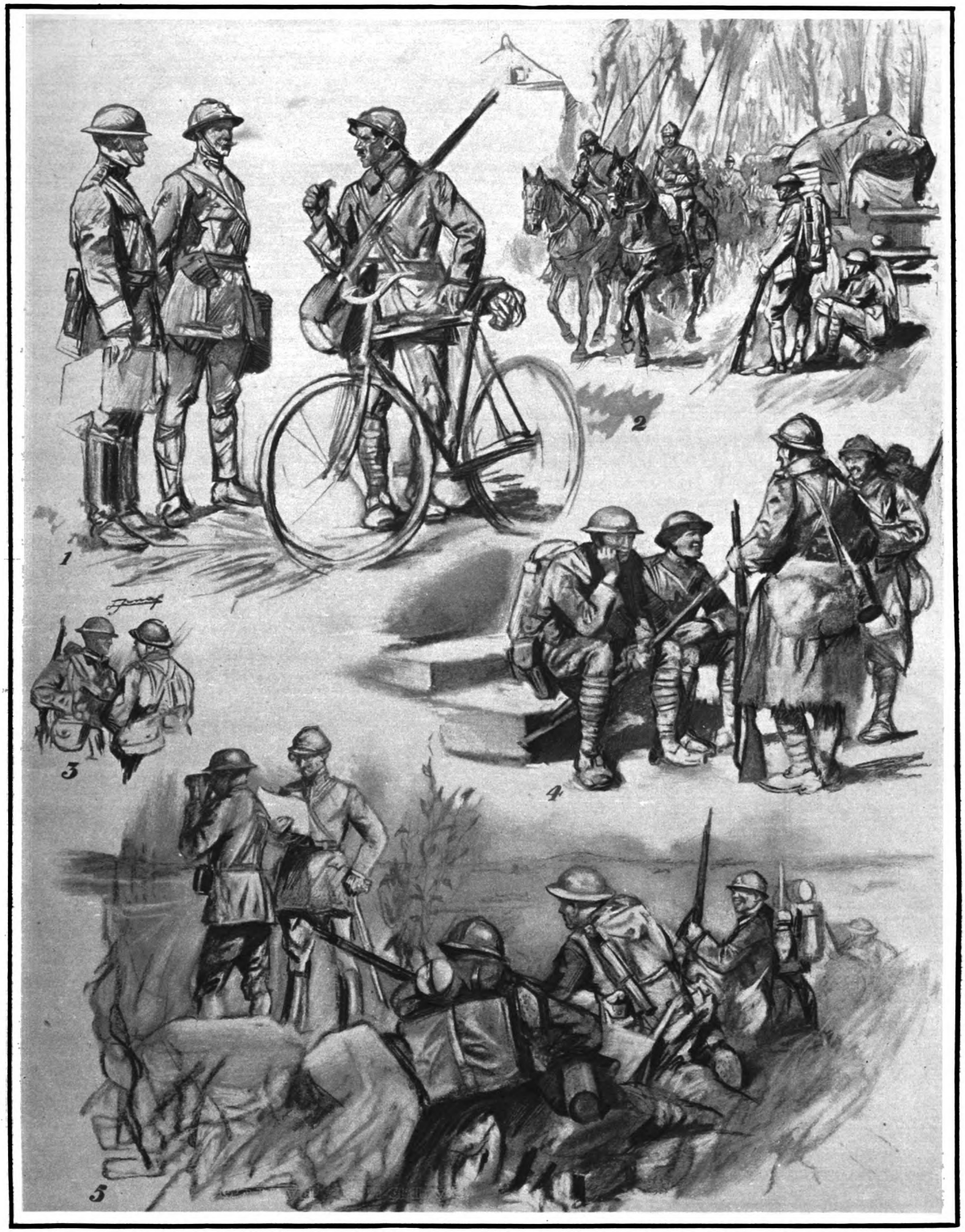
I have had several women workers since war began, and have inquired about their work elsewhere. Everybody appears to be agreed that the average woman, skilled or unskilled, brings several definite qualities to the aid of agriculture. She is conscientious; she will not leave a job undone; and she is invariably kind to animals. Given reasonably light work, she is a success; but the pretty pictures of a woman guiding a plough over the mild-mannered, yielding land may be dismissed as a figment of the artistic imagination. They make an effective poster, and beyond that have no merit. On the heavy clays from which our best wheat springs no woman who has not served a very long apprenticeship, and has not been endowed with more than her fair share of strength, could possibly make good. Happily, there is endless work on the farm that demands no more than application and a modest measure of readily acquired skill.

The feeding of stock, milking, butter and cheese making, the hoeing of corn and roots, the gathering, storing, and preserving of fruit, the brushing of hedges, even a moderate amount of digging—these are labours at which all vigorous and healthy land-workers may excel; and after a time they will learn to ignore the difficulties and the comparative emptiness of village life. Where women are working in squads they have the best time; the woman who goes alone to work on a farm, enduring the limitations of the accommodation, the vagaries of the weather, the dirt, and the monotony, is a true patriot. Yet even for her the difficulties disappear after a time; there comes a new interest in the production of food and the care of animals; improved health, born of activity in the open air and the sense that she is playing her part in the world struggle—all these changes will lead the way to the love of the land that comes in time to all who serve it. When that feeling comes, the attractions of town assume an unfamiliar and unpleasing shape. I think that for the majority of the army of women land-workers that become efficient there will be no return to town life—its attractions will appear tawdry.

Farmers were sceptical for a long time about the new departure; but to-day few, if any, of those who have employed women workers reasonably and with a measure of consideration have anything but praise for them. Even the old farm-labourers, one of the most conservative bodies in England, are prepared to welcome and assist the new-comers; and there is more to be learned from half an hour in the fields with the practised hand than from a course of lectures. The woman on the land has done well, and has not yet reached the limit of useful accomplishment.

SONS OF SISTER REPUBLICS: FRANCO-AMERICAN BROTHERS-IN-ARMS.

DRAWINGS BY LUCIEN JONAS.



1. A FRENCH CYCLIST DIRECTING TWO STAFF OFFICERS: ONE AMERICAN (LEFT); THE OTHER FRENCH.
2. TO ACT AS THEIR SCOUTS: FRENCH DRAGOONS PASSING AMERICAN INFANTRY.
3. TÊTE-À-TÊTE: AN AMERICAN MEETS A WOUNDED FRENCHMAN.
4. *CAMARADERIE*: FRENCH AND AMERICAN SOLDIERS FRATERNISING.
5. IN THE FIELD: FRENCH AND AMERICAN OFFICERS AND MEN.

The United States troops at the Front, on whom such great hopes rest, have already proved a strong factor in the situation. The United States Secretary for War, Mr. Baker, stated a few days ago that over 700,000 Americans had already left their own shores to fight Germany. Personally they are on excellent terms, both officers and men, with their French and British comrades at the Front. President Poincaré, in his recent message to President Wilson on the anniversary of the first American landing in France, expressed his "admiration for the magnificent effort put forth by the great sister Republic," and alluded to the rapid formation of new American units and the incessant increase of maritime transport. . . . The Allied Armies, fraternally united, would take a decisive revenge on the enemy.—[*Drawings Copyrighted in the United States and Canada.*]

THE WORLD OF FLIGHT

THE ACROBATICS OF AVIATION.

By C. G. GREY,
Editor of "The Aeroplane."

AN aeroplane is controlled by a series of flaps, each of which operates precisely like the rudder of a boat. At the extreme rear end of the aeroplane is a rudder pure and simple, standing up vertically. Pulling it to the left pushes the tail over to the right, and so points the nose of the machine to the left. Contrariwise, pulling it to the right pushes the tail to the left and heads the nose to the right. The rudder is worked by wires running along the body, or fuselage, to the cockpit in which the pilot sits. There they are attached to a horizontal bar pivoted in the middle, almost exactly like the horizontal bar to which the steering-lines of a river skiff are attached. This bar is worked by the pilot's feet. Kicking it forward with the left pulls the left wire and heads the machine to the left. Kicking it forward with the right foot heads the machine to the right.

At right angles to the rudder—that is to say, lying horizontally—is the elevator, which may be one single flap below or behind the rudder, or may be two flaps, one on each side of the rudder. Pulling the elevator up depresses the tail and points the nose upwards. Pulling the elevator down lifts the tail and points the nose downwards. It is merely a rudder lying on its side. The wires from the elevator run to a control-lever—colloquially known as the "joy-stick," fixed vertically on a pivot just behind the rudder. Pulling this stick back pulls the elevator up and points the nose up. Pushing the stick forward pulls the elevator down and points the nose down. Thus the rudder and the elevator steer the machine on its horizontal and vertical paths respectively.



BROUGHT DOWN ON THE BRITISH FRONT IN FRANCE: A GIANT GERMAN RAIDING-AEROPLANE—EXAMINING THE WRECKAGE.—[*British Official Photograph.*]

There is, however, the control of the wings also to consider. For this purpose horizontal flaps, like elevators, are fitted to the rear of the tip of each wing. These flaps are called ailerons. The wires from the ailerons are led along the wings to the control-lever. Pushing the stick to the left pulls the right aileron down (which lifts the right wing); at the same time it lets the left aileron up (which lets the left wing drop); and so the whole machine is canted or "banked" to the left. Contrariwise, pushing the stick to the right banks the machine over to the right.

Probably the first mildly acrobatic feat which a pilot learns is how to do a steeply banked turn. It takes a bit of thinking out at first, but it is really quite simple when one has grasped the first principles. And to the pilot the action soon becomes perfectly automatic, so that he never thinks about it at all. The machine simply goes where he wants to put it.

The next simple manœuvre is looping the loop. This is perfectly plain sailing. In the old days one pushed the stick forward and pointed the nose down to gain extra speed before looping. With the modern machine one lets the engine out at full power, and then pulls the stick back—more or less hard as experience of the particular machine dictates. The tail goes down and the nose goes up. Keeping the stick in that position—or pulling it further back as the speed decreases owing to the machine rising—throws the tail out and points the nose inwards in relation to an imaginary circle raised vertically in the air. Centrifugal force tries to throw the whole machine outwards from the centre of that circle, and, so to speak, holds the wings of the machine against the air. In a perfectly executed loop, begun at the proper speed, the machine will keep its flying speed and remain under proper control all round the loop. If it starts too slowly it will lose speed climbing up the loop, and by the time it gets to the top of the loop it will probably find itself without enough speed to carry it over. Then it will merely fall upside down till it gains enough speed to allow the pilot to get control of it again.

A modern aeroplane is always so balanced that, if left alone, its nose will always drop and it will dive head first. When once it is diving, the pilot has only to pull the stick back and make it fly horizontally when he pleases. Many machines have their surfaces so arranged that if left absolutely to themselves they will automatically return to a proper flying position—just as a life-boat will always come right side up. This is called being "inherently stable"; but it must also be remembered that a certain amount of fall is necessary before the machine can right itself, and most accidents occur because the machine hits the ground before it has had time to come back to its proper position.

A "tail-slide" is performed by starting a loop slowly, so that when the machine has climbed into a vertical position it stops in mid-air, hangs for a moment, and then slides back tail first. Or it may be done by starting fast, and, when heading vertically upwards, pushing the stick forward so as to stop the machine from continuing round the loop. It will then climb vertically till it loses all its speed, and slides back again.

What is known as an "Immelmann turn" is a variant of this. The pilot starts a loop. When climbing in a vertical position, he pushes his rudder hard over to one side—let us say, to the left. The result is that the tail swings out to the right, further and further, till the body, or fuselage, is horizontal, with the right wing up and the left wing down. Then the nose drops, the machine turns a "cartwheel" over the left wing-tip and proceeds to dive. When the pilot pulls the stick back and resumes a horizontal flying position again, he finds himself heading back in the direction whence he came, but lower down by just the amount of his dive. This is a favourite method of escaping pursuit by a faster machine, and was, in fact, invented by a British biplane pilot who was attacked by the famous German pilot Immelmann, who was on a fast monoplane. Hence the name of the trick.

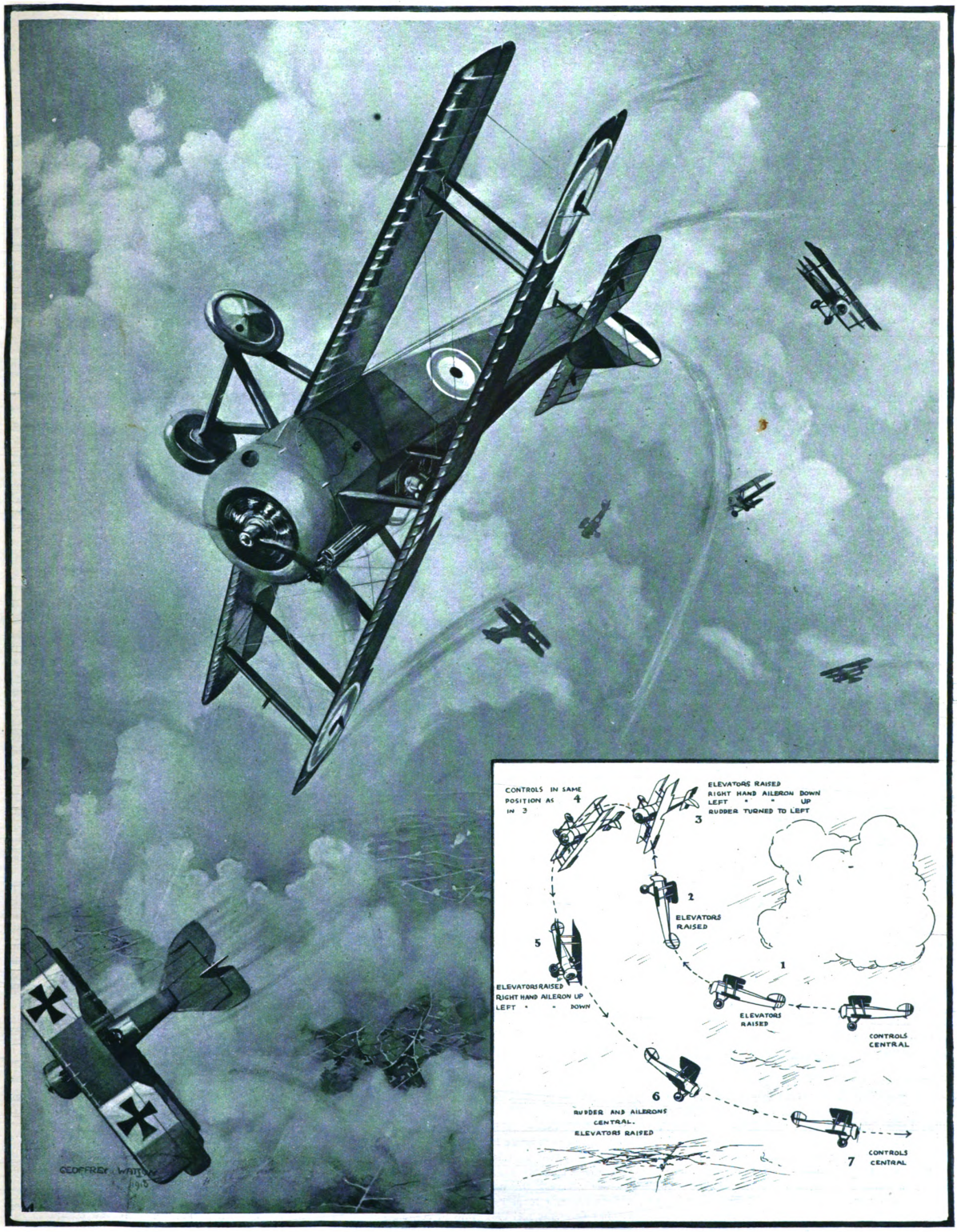
A "spin" is caused by slowing the machine down till it has nearly lost its flying speed and is on the verge of falling, and then kicking the rudder hard over to one side. The result is that the tail swings out, and the whole machine proceeds to spin round its own nose. Thereafter the machine falls in a sort of irregular spiral path, with the tail always lashing round the outside of the spiral. The pilot regains control by centralising his rudder to check the tail from swinging, and by pushing the stick forward to force the machine into a dive. A "roll" consists in pushing the stick hard over to one side, while keeping everything else central. By this means one wing is raised and the other dropped, as in banking; but, on a modern fast machine, the stick can be kept over so that the bank surpasses the vertical, the machine goes clean over on to its back, round on to the opposite vertical bank, and up into its proper flying position again. This is while the body of the machine continues vertically along its straight horizontal path; so that, if one could trace the course of the wing-tips in the air, they would be found to have described a sort of corkscrew round the flying path of the body.

Certain manipulation—or should one say, pedipulation?—of the rudder-bar is necessary in the process, so as to keep the machine straight; but it is, perhaps, too complicated to be described on paper. The main point is that the complete roll is performed practically with the ailerons alone.

Every skilful pilot has some pet trick of his own. New tricks are quickly copied by other pilots, and are given names of their own, as in the case of the "Immelmann turn," the "roll," the "boot-lace" (which is a sort of combined spin and roll), the "corkscrew" (a species of spiral dive), and sundry others.

THE ACROBATICS OF AIR WARFARE: THE "IMMELMANN TURN."

DRAWN BY GEOFFREY WATSON.



EXECUTING AN "IMMELMANN TURN": A BRITISH AEROPLANE ELUDING A FASTER GERMAN PURSUER.

The "Immelmann turn," a favourite method of escaping pursuit by a faster machine, was used by the pilot of a British biplane when he was attacked by the German pilot Immelmann. The operation is a variant of the "loop" and "cartwheel" combined. The drawing illustrates a British machine, in position No. 4 of the diagram, executing the turn to escape a German pursuer. Mr. C. G. Grey writes: "The pilot starts a loop. When climbing in a vertical position he pushes his rudder hard over to one side—let us say, to the left. The result is that the tail swings out to the right, further and further, till the body, or fuselage, is horizontal, with the right wing up and the left wing down. Then the nose drops, the machine turns a 'cartwheel' over the left wing-tip, and proceeds to dive. When the pilot pulls the stick back and resumes a horizontal flying position again, he finds himself in the direction whence he came, but lower down by just the amount of his dive."—[*Drawing Copyrighted in the United States and Canada.*]

"THE SUPREME WAR COUNCIL IS CONFIDENT OF THI

FRENCH OFFIC



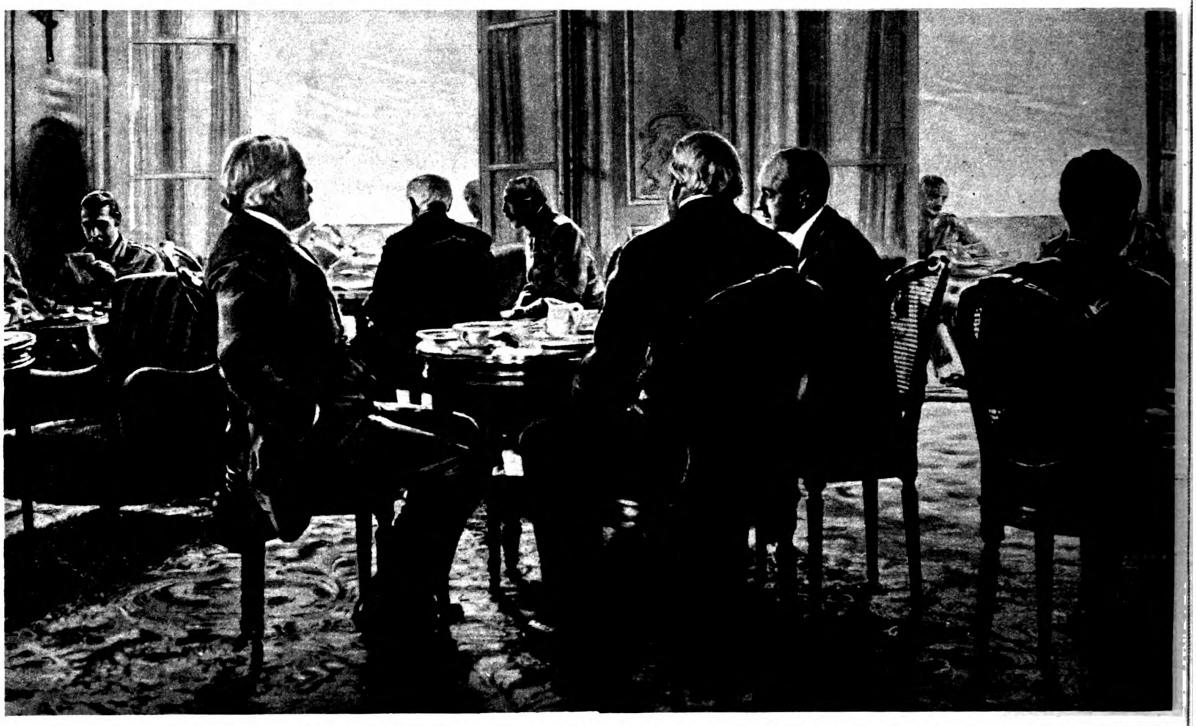
U.S. REPRESENTATIVE ON THE INTER-ALLY WAR COMMITTEE: GENERAL BLISS ARRIVING.



BRITISH AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY: LORD DERBY.



A LEADER IN WHOM THE A
GENERAL



THE BRITISH PREMIER AND FOREIGN MINISTER: MR. LLOYD GEORGE (LEFT) AND MR. BALFOUR (BACK TO CAMERA) AT TEA DURING AN INTERVAL.

Unshaken confidence in final victory was the dominant spirit of the Supreme War Council at its sixth session, recently held at Versailles. In the official statement issued after the meetings it was announced: "The Supreme War Council has complete confidence in General Foch; it regards with pride and admiration the valour of the Allied troops. Thanks to the prompt and cordial co-operation of the President of the United States, arrangements which were set on foot more than two months ago for the transportation and brigading of American troops will make it impossible for the enemy to gain a victory by wearing out the Allied reserve before he has exhausted his own. The Supreme War Council is confident of the ultimate result. The Allied

ULTIMATE RESULT": PERSONALITIES AT VERSAILLES.

HOTOGRAPHS.



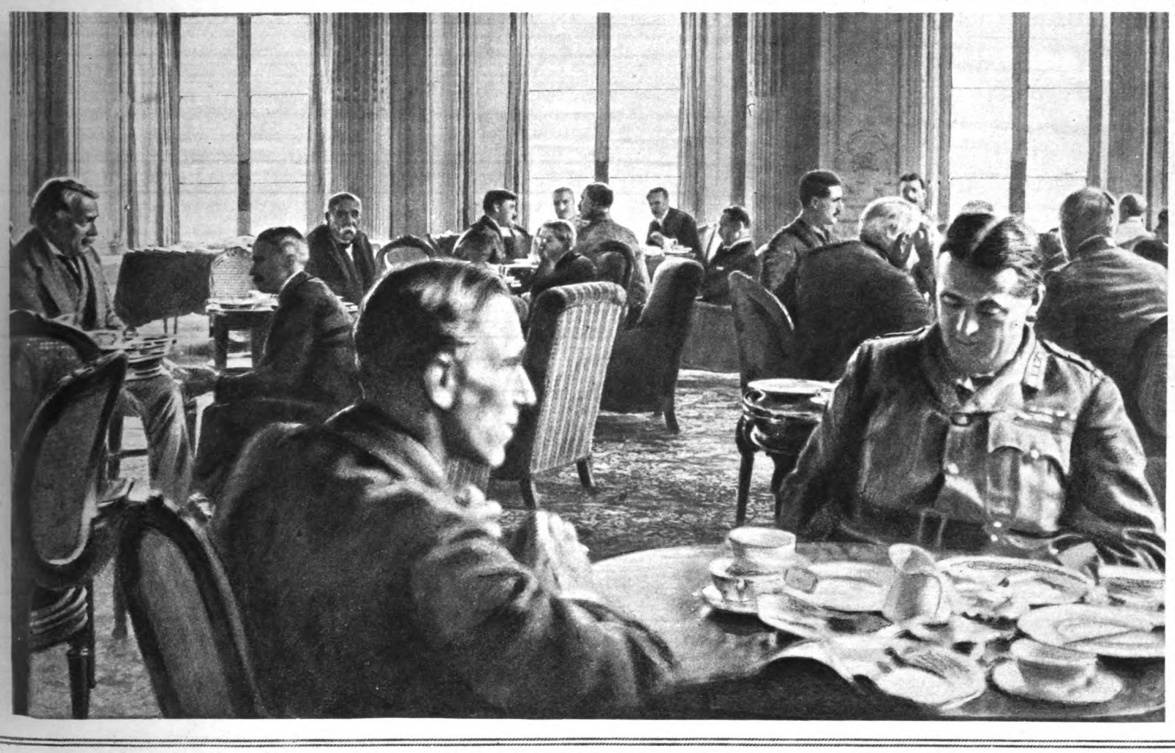
HAVE "UNANIMOUS CONFIDENCE": ARRIVING.



THE COMMANDER-IN-CHIEF OF THE UNITED STATES TROOPS: GENERAL PERSHING ARRIVING.



THE "TIGER" OF FRANCE: M. CLEMENCEAU, THE PREMIER, ARRIVING FOR A CONFERENCE.



THE BRITISH AND FRENCH PREMIERS IN THE TEA-ROOM DURING AN INTERVAL: MR. LLOYD GEORGE (EXTREME LEFT) AND M. CLEMENCEAU (THIRD FROM LEFT, IN BACKGROUND).

eoples are resolute not to sacrifice a single one of the free nations of the world to the despotism of Berlin. . . . They have only to endure with faith and patience to the end to make the ictory of freedom secure. The free peoples and their magnificent soldiers will save civilisation." In a stirring speech in the French Chamber, M. Clemenceau said: "General Foch enjoys to such degree the confidence of the Allies that yesterday they wished that their unanimous confidence in him should be expressed in the communiqué." Mr. Lloyd George, just after his return, spoke f the French as "that gallant great people across the Channel who are fighting for the liberty and the honour of their native land, and who are fighting without flinching. I have seen them."

SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK. THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS. BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

MUSCLES, NERVES, AND BRAINS.

WITHOUT going too deeply into matters which are still in the experimental stage, it may be taken as common knowledge that all the machinery of the living organism is, roughly speaking, kept going by the muscles; that these are for the most part set in action or contracted by the nerves, and that the great centres of nervous activity are the brain and the spinal cord. Muscles, as we all know by sad experience, become fatigued or cease to contract if remorselessly exercised; and, as the rationing of the nation has brought home to us, their exercise leads to the combustion of a certain number of heat-units, or, to use a word now familiar to all, "calories," which can only be replaced by the ingestion of food. If anyone has any doubts as to this, he has only to look at the very careful and elaborate experiments of American observers, who have shown that a man of average weight, strength, and condition, when put into a sort of cage in which he is kept perfectly quiet and in an even temperature for 24 hours, can do perfectly well on 1600 calories, while a man in sedentary work, such as reading and writing, demands 2500, and one in full muscular work, 3500. These figures have in the main been accepted by the Royal Society, to whom the Government wisely referred the matter, and form, in fact, the basis of the ration system which we are at present—enjoying.

With the nerves, however, all is not such plain sailing. What nerve-force is, still remains a mystery; and although many guesses have been made as to its nature, none of them have brought us much nearer to its solution. Its effect on the muscles can be imitated to a certain extent by electricity, and the nerve itself undergoes electrical change during activity; yet nerve-force is certainly not electrical in its nature, because its rate of transmission is very much slower than that of the electric current. All that we really know about it is that it is renewed, or in some way made more active, by sleep, arrested by cold, and not exhausted or even fatigued, so far as we can tell, by its own exercise. Although it may be inhibited, or its action prevented, by certain poisons, and it seems to share in the well-being of the whole organism, it cannot be said with any confidence whether anything taken into the body through the mouth, injected into the veins, or rubbed into the skin, has any effect on it whatever.

This very imperfect summary of what are believed to be the facts of the case is necessary to the understanding of certain experiments made by the enemy, the details of which have only lately reached this country. Certain Munich students of average physique and health were chosen as its subjects, and were carefully fed on the rations prescribed for the civil population, and worked with all that attention to detail which characterises German men of science, and which English admirers of these methods dignify by the name of "thoroughness." After this preparation, they were set to walk a certain measured distance amounting—if the reports be accurate—to no more than 12 miles a day, and one and all broke down under the strain so badly that the experiment had to be abandoned. The obvious inference is that the reserve force which, as every athlete knows, enables the nerves at a pinch to overcome the exhaustion of the muscles, was in that case non-existent. Whether this was due to the insufficiency of the civilian ration, to brain-exhaustion produced by the combination of study and war-strain, or to the two causes combined, is a question which can only be determined by further experiment, which need be neither very laborious nor very costly.

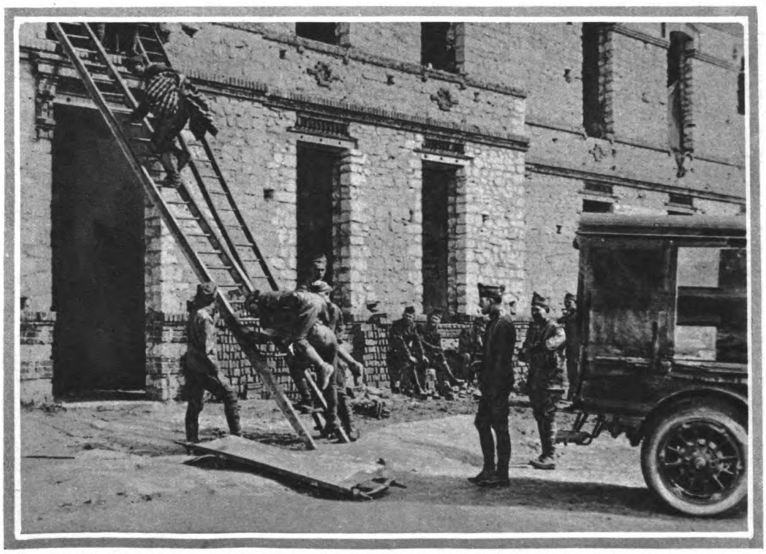


IN A DANGER ZONE ON THE WESTERN FRONT: GAS-MASK DRILL FOR ARTILLERY HORSES.—[*Official Photograph.*]

Pending this, however, the Munich experiment gives one furiously to think. If it means, as seems likely, that the approach to starvation—which, when all allowance is made for over-optimism, must have surely if slowly quickened its pace in Central Europe since the early days of the war—has rendered the great mass of the civilian population incapable of prolonged or strenuous exertion, the manufacture of the enormous quantity of munitions which the present war entails must be in danger of coming to a stop. Perhaps this explains the apparently needless brutality which the Germans have shown, first, in enslaving and forcing to manual labour the population of invaded countries such as Belgium; and then in using up prisoners of war by compelling them to work, on insufficient food, on field fortifications and other works, with the desired result of releasing skilled and half-skilled native labour to factories and shops. The exact bearing of all this on the duration of the war must be left to wiser heads than the present writer to determine; but it may be said here that our own Government seem to have been abundantly justified in differentiating between the rations of the muscle-using and the brain-using classes, and that the extension and the checking of the Munich experiment seems to be well within their competence.

For the private citizen, its lesson seems to be that he should not attempt with too much audacity to work both his brains and muscles to the full extent of their capacity, or even to the more moderate extent to which some of us were accustomed in the blissful days before the war. Now that the holiday season is approaching, it may be as well to bear this in mind.

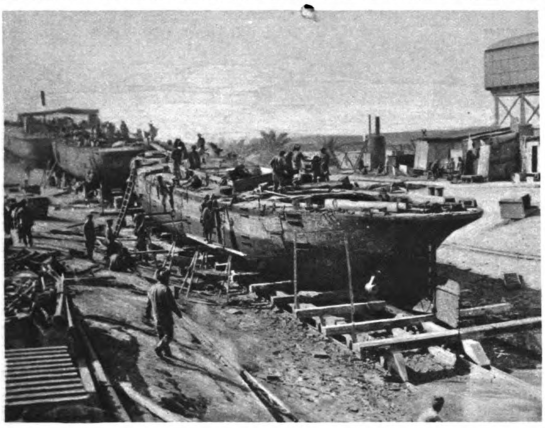
F. L.



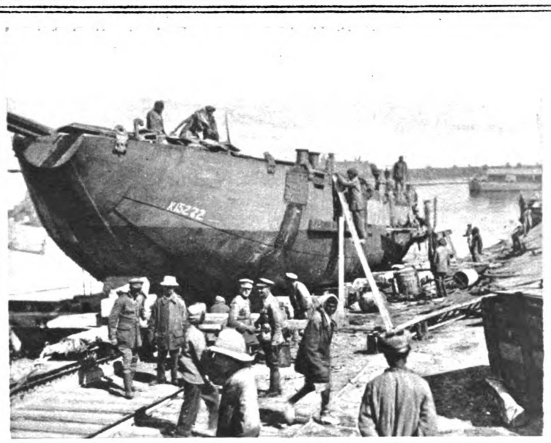
WITH THE AMERICANS IN FRANCE: UNITED STATES AMBULANCE MEN EVACUATING WOUNDED SOLDIERS FROM A HOSPITAL DRESSING-STATION IN A TOWN UNDER SHELL-FIRE.—[*Official Photograph.*]

THE WEST IN THE EAST: BRITISH METHODS IN MESOPOTAMIA.

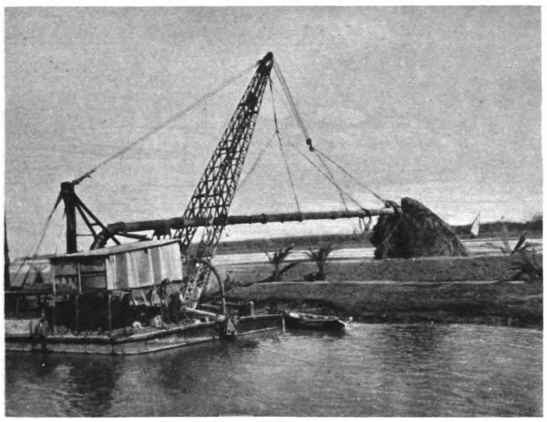
OFFICIAL PHOTOGRAPHS.



WHERE, A YEAR AGO, WAS DESERT SAND: AN INLAND WATER TRANSPORT DOCKYARD, WITH VESSELS UNDER CONSTRUCTION ON THE BUILDING-SLIPS.



FOR ARMY TRANSPORT SERVICE ON THE TIGRIS: A SPOON-BOW BARGE, SPECIALLY DESIGNED BY THE I.W.T. FOR RIVER TRAFFIC AND SAND-BANK NAVIGATION.



RECLAIMING THE SWAMPY MARSH-LANDS ALONGSIDE THE TIGRIS: A BRITISH FACTORY-BUILT SUCTION-DREDGER AT WORK CLEARING THE RANK VEGETATION.



DURING THE WET SEASON IN MESOPOTAMIA: A MOTOR-CAR BOGGED IN THE MUD—A GANG OF COOLIES LIFTING THE CAR OUT BODILY.

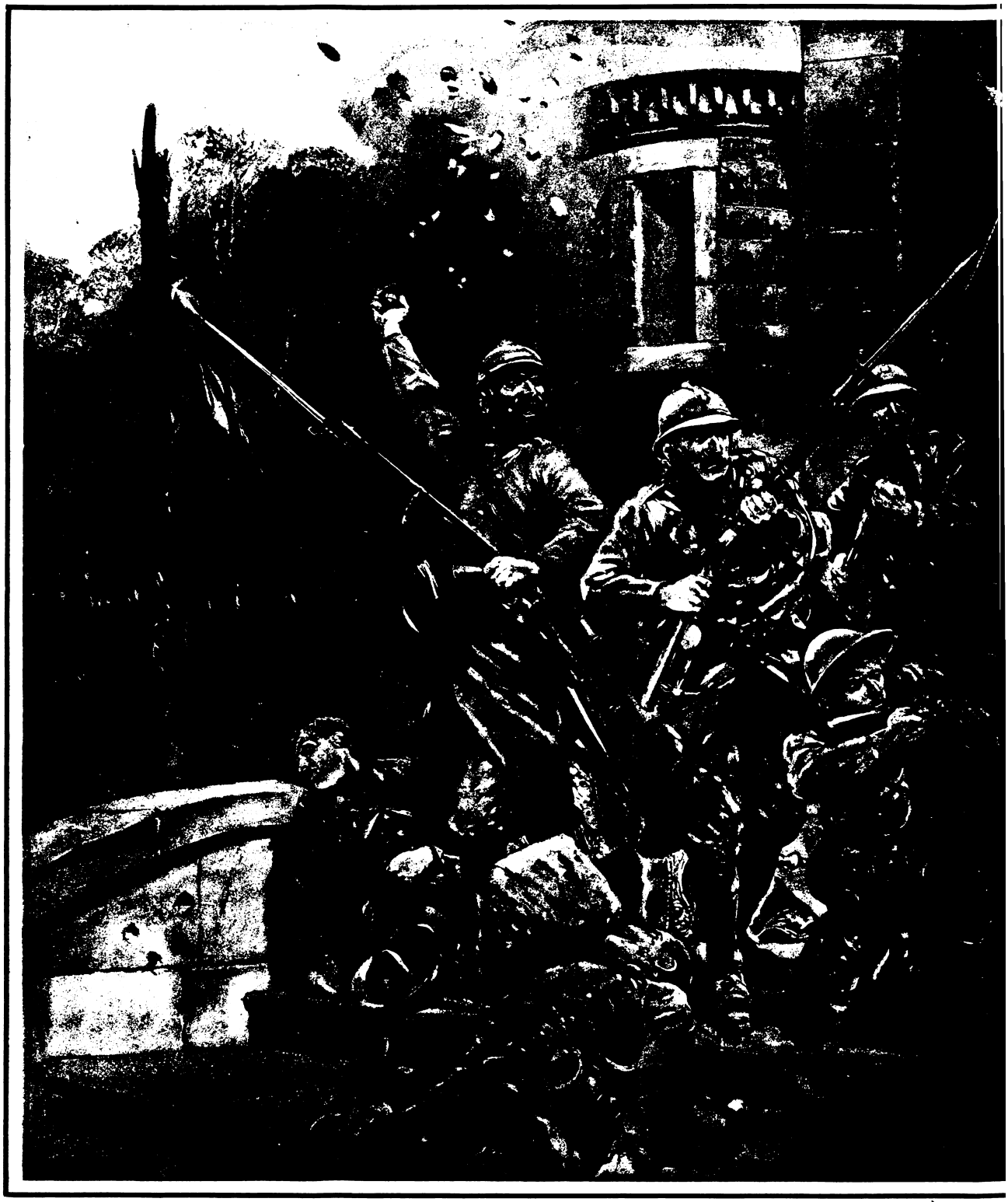


EAST MEETS WEST IN THE CITY OF HAROUN-AL-RASCHID: A BRITISH MOTOR FIRE-ENGINE IN A BAGHDAD STREET, WITH ORIENTAL OX-CARTS PASSING IN BACKGROUND.



ON THE SCENE OF A TURKISH DEFEAT ON THE TIGRIS: DIVERS BELONGING TO THE INDIAN ARMY R.E. RECOVERING ENEMY WAR-MATERIAL FROM THE RIVER.

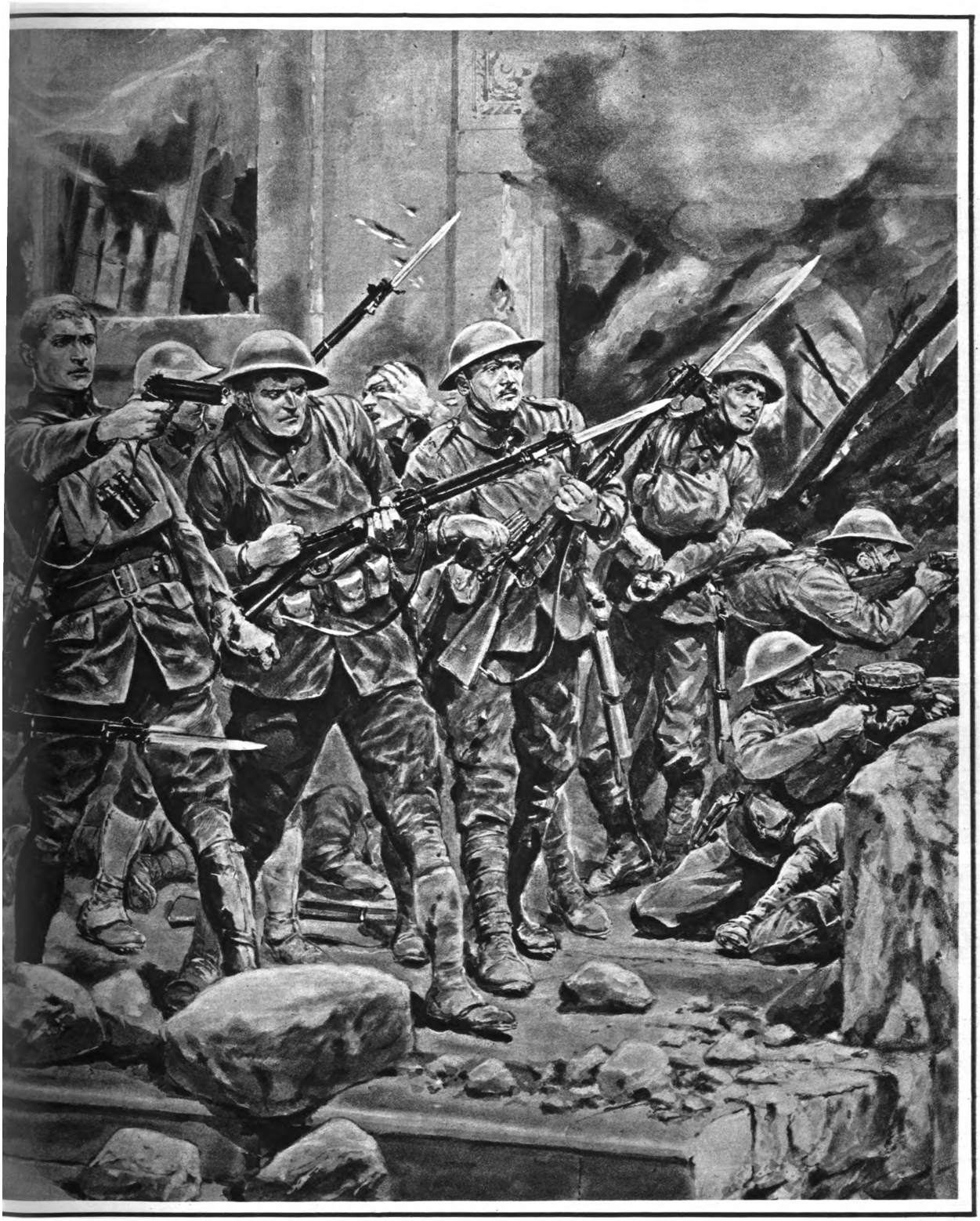
The British Army in Mesopotamia is now, of course, no longer dependent on the Tigris waterway as its only artery of communication between Baghdad and the Persian Gulf; but the river must always form a principal highway for the transport of much heavy material. As the first two illustrations show, at least one riverside dockyard has been constructed where barges and cargo craft, specially designed for Tigris navigation, are being built by the dozen. In the fifth illustration, everyday Western and Eastern traffic methods contrast. A modern fire-engine, replacing the fire-bucket and squirt of the Turkish *régime*, is seen, with sun-hatted British firemen, in a street of Baghdad; while in the background close by, Oriental ox-carts, such as have traversed Baghdad streets for ages past every day, pass by amid motor-cars, lorries, and Army mule transport-vehicles.



"IN LOYAL AND HELPFUL COMRADESHIP": FRENCH, AMER

This group of resolute men, standing by each other in battle against the common foe, is symbolic of the position on the whole Western Front to-day, when nationality and patriotism are merged in the wider loyalty to the Allied cause in the great struggle for freedom against tyranny. "Against superior numbers," said Mr. Asquith in a recent speech, "the Allied troops have stubbornly contested every mile of the advance. French, American, British, have shown the same tireless tenacity, the same

DRAWN BY R. CATON WOODVILLE. COPYRIGHT



CAN, AND BRITISH FIGHTING SHOULDER TO SHOULDER.

spirit of loyal and helpful comradeship—rivals only in their devotion to the common cause and in their appreciation of one another's efforts and sacrifices." Nor must we forget the gallant Belgians, and the contingents of Italians and Portuguese, who have likewise taken their share in defending that long front across Flanders and France, nor the splendid help given by the Indian Empire and the British Dominions across the seas.

IN THE UNITED STATES AND CANADA.

THE WAR EFFORT OF THE MIDLANDS: THE SALVAGE OF SCRAP-METAL.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.

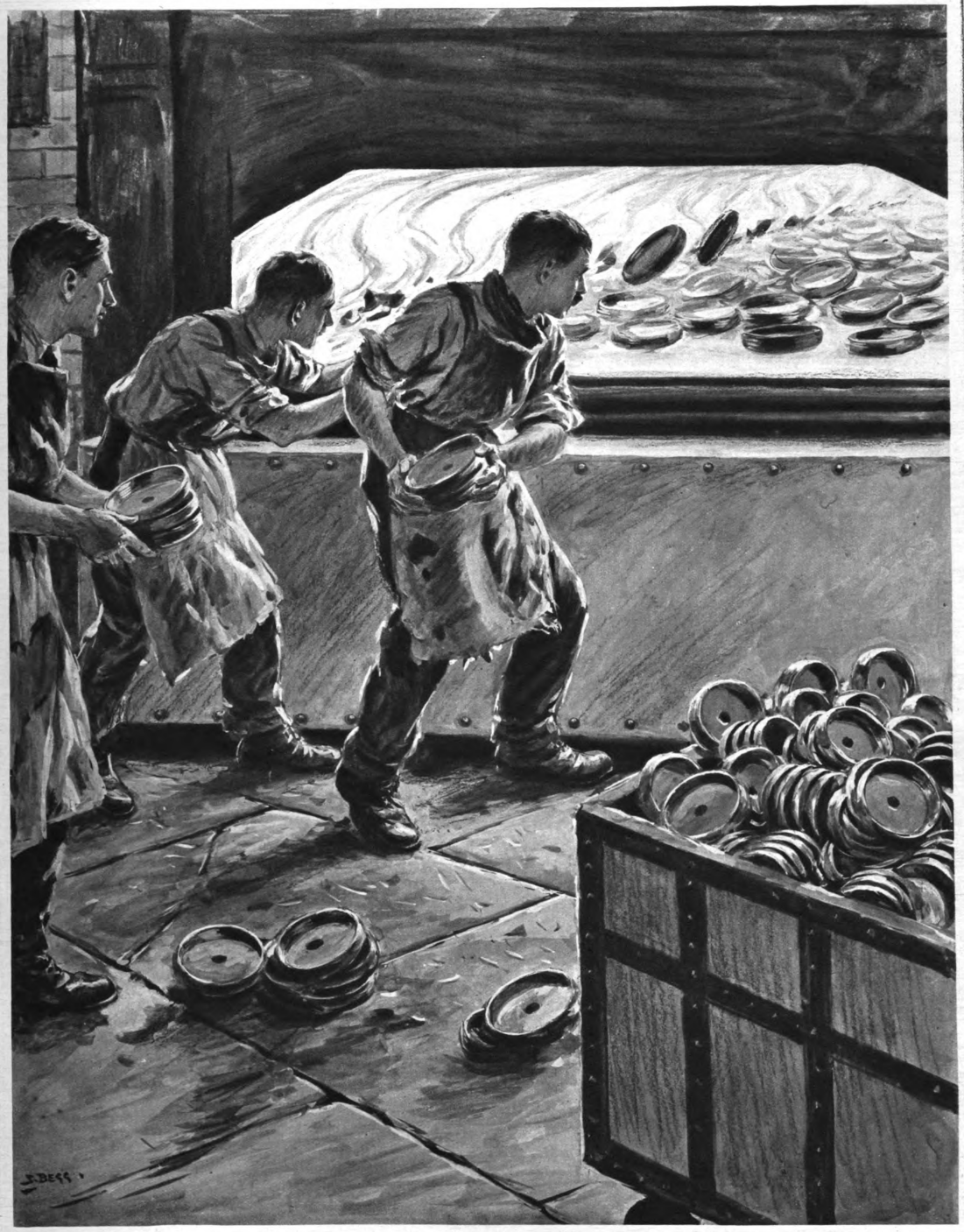


WHERE TRADITION SAYS THAT BOADICEA'S CHARIOT-SCYTHES WERE MADE: MUNITION-WORK IN A GREAT BIRMINGHAM FACTORY—SAVING BRASS SCRAP.

It is a tradition among the men of "the Hardware Village" that they are descended from those ancient British smiths who wrought scythes for the war-chariots of Boadicea. Be that as it may, Britain has since fulfilled Cowper's prophecy regarding her, that "Regions Cæsar never knew Thy posterity shall sway," and Birmingham is now fashioning mightier weapons by the million to meet a more formidable foe than Cæsar. Hundreds of Birmingham firms have abandoned their pre-war activities for the making of munitions. Firms that once manufactured such things as wagons, carpets, bedsteads, beer, bicycles, jewellery, pottery, and agricultural implements have for the last three years been working full steam ahead at various kinds of war material. Our illustration shows the running down of brass scrap. The process consists of freeing the scrap from foreign matter, especially iron and steel. This firm alone, Messrs. Elkington and Co., casts 80 tons a week.—[*Drawing Copyrighted in the United States and Canada.*]

THE WAR EFFORT OF THE MIDLANDS: SHELL BANDS BY THE MILLION.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



PART OF AN OUTPUT OF NEARLY 5,000,000: COPPER DRIVING-BANDS FOR SHELLS BEING THROWN INTO AN ANNEALING-FURNACE, IN THE NATIONAL SHELL FACTORY AT BIRMINGHAM.

Birmingham is the centre of an immense munition-making area in the Midlands, which has made, and is still making, tremendous efforts towards the attainment of victory. The Board of Management of the Birmingham and District Munitions Committee, which came into being three years ago, has worked wonders. Besides establishing a National Shell Factory, they have set over 400 firms, previously engaged in various businesses, to work at making war material. The result has been that there have been produced under the Board's direction at least 1,250,000 high-explosive 4·5-inch shells, nearly 33,000 9·2-inch shells, between 4,000,000 and 5,000,000 copper driving-bands for shells, 30,000,000 hot brass stampings, and well over 130,000,000 fuses, primers, and other component parts of shells. Our drawing, made at the Birmingham National Shell Factory, shows an annealing or tempering process for copper driving-bands, which at this stage are of a saucer-like shape.—[*Drawing Copyrighted in the United States and Canada.*]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ELLIOTT AND FRY, SPEAIGHT, BACON, J. E. MOTHIRON, FOULSHAM AND BANFIELD, LAFAYETTE AND BROOKE HUGHES.



CAPT. JOHN HENRY E. DEAN, M.C. AND BAR, Cheshire Regt. Youngest son of Mr. and Mrs. J. H. Dean, Heath House, Nocton, Lincolnshire.



2ND LT. NOEL FREEMAN, Queen's (R. West Surrey) Regt. Son of Mrs. R. M. Craven, Riversford, Northam, North Devon. Killed in action.



CAPT. CHRISTOPHER YORK PEASE, Yeomanry, attached West Yorkshire Regt. Younger son of Sir Alfred E. Pease, second Baronet, of Pinchinthorpe House, Guisborough, Yorkshire.



LIEUT. WILLIAM S. MITCHELL RUXTON, M.C., Border Regt. Only son of Dr. and Mrs. Ruxton, Sydenham Terrace, Newcastle-on-Tyne.



REV. RICHARD A. P. COLBORNE, M.A., C.F., attd. London Regt. Son of Rev. A. and Mrs. Colborne, Quy Vicarage, Cambridge.



LT.-COL. EDWARD KEITH BYRNE FURZE, D.S.O., M.C., Queen's Regiment (commanding 1st Wiltshires). Second son of Mr. and Mrs. Herbert Furze, of Avonmore Road, Kensington, W



LIEUT.-COL. E. S. CHANCE, Dragoon Guards (Queen's Bays). Eldest son of Mr. F. W. Chance, of Morton, Carlisle, formerly M.P. for the city. Officially reported killed in action.



LCE.-CORPL. CHARLES MOTT, Artists' Rifles. The well-known and very popular opera-singer. Officially reported as having died of wounds.



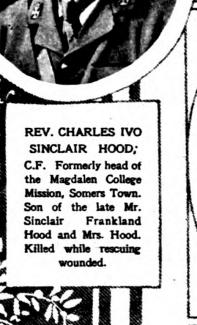
2ND LT. JOHN ALAN HARVEY, Royal Dublin Fusiliers. The only son of the Rev. R. Harvey, M.A., Rector of Charleville, Co. Cork, Ireland. Officially reported as killed in action.



LT.-COL. EDWARD THESIGER FRANKLAND HOOD, D.S.O., CROIX DE GUERRE, R.A.; of Nettleham Hall, Lincoln. Son of the late Mr. Sinclair Frankland Hood, and of Mrs. Hood, Cumberland Mansions, W.



LIEUT.-COL. ARTHUR L. WRENFORD, Worcestershire Regt. Only surviving son of Mr. William Leonard Wrenford, barrister-at-law, Inner Temple, of Fleet, Hants. Mentioned in despatches.



REV. CHARLES IVO SINCLAIR HOOD, C.F. Formerly head of the Magdalen College Mission, Somers Town. Son of the late Mr. Sinclair Frankland Hood and Mrs. Hood. Killed while rescuing wounded.



CAPT. J. BALFOUR, M.C., Scots Guards (attd. R.E.). Youngest son of Mr. and Mrs. Edward Balfour, of Balbirnie, Fifeshire. Officially reported as having been killed in action.



CAPT. C. B. M. HODGSON, Queen's (West Surrey) Regiment. Wounded at Ypres; appointed to the Staff in Mesopotamia, 1915; subsequently died of wounds.



CAPT. JOHN SHERIDAN GREGORY, Attd. R.A.F. Younger son of Lieut.-Col. G. M. Gregory, V.D., of Gunterstone Road, West Kensington, W.



LIEUT. GILBERT S. W. SPENCER SMITH, Hampshire Regt. Only son of Captain and Mrs. G. Spencer Smith, of Maidenstone Heath, Bursledon, Hants. Killed in action.



LIEUT. HARRY W. MANN, F.R.A., F.R.I.B.A., Royal Field Artillery. Assistant Architect to the County of Essex. Son of Mrs. Mann, of Witham.



2ND LIEUT. RUPERT M. CHAMBERLAIN, Scots Guards. Younger son of Mr. and Mrs. Dunstan Chamberlain, of Eaton Gardens, Hove. Died of wounds.

"Never gallop Pegasus to death."—POPE.



INDOOR WORKERS.

When lack of exercise, excessive brain power or nerve strain make you feel languid—tired—depressed—a little

TRADE **"FRUIT SALT"** MARK.

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient gently stimulates the liver, the body's filter. With this important organ working properly the blood becomes pure and the nerves normal. Sound refreshing sleep, a clear brain, and good digestion are sure to follow.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most reliable digestive regulator.

Remember that "FRUIT SALT" has for upwards of forty years been known by the Trade and the Public to mean the saline preparation of J. C. ENO, and no other.

BEWARE OF IMITATIONS. WHEN YOU ASK FOR "FRUIT SALT" SEE THAT YOU GET IT.

Prepared only by

J. C. ENO, Ltd., "Fruit Salt" Works, Pomeroy St., LONDON, S.E.

SOLD THROUGHOUT THE WORLD.



AERTEX CELLULAR

Defies King Sol and Boreas

Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in **Aertex** Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in **Aertex** Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.

THIS LABEL — THE CELLULAR CLOTHING CO.'S AERTEX — ON ALL GARMENTS — LONDON

ILLUSTRATED PRICE LIST of full range of AERTEX Cellular goods for Men, Women and Children **SENT POST FREE ON APPLICATION TO THE CELLULAR CLOTHING CO., LTD. FORE STREET, LONDON, E.C.2**

A Selection from List of Depots where Aertex Cellular goods may be obtained:

LONDON.—Oliver Bros., 417, Oxford St., W.
" Robert Scott, 8, Poultry, Cheapside, E.C.
ABERDARE.—J. W. Morris, Commercial St.
BARNSLEY.—Turner & Charlesworth, Cheapside.
BATH.—Crook & Sons, 22, High St.
BEDFORD.—J. & A. Beagley & Co., 5, High St.
BELFAST.—Anderson & McAuley, Ltd., Donegall Pl.
BIRMINGHAM.—J. Wormington, Worcester St.
BLACKPOOL.—J. Whitehead, Abingdon St.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
BRIGHTON.—G. Osborne & Co., 50, East St.
BRISTOL.—G. Standerwick, Triangle, C'ton.
BURY (LANCS.)—S. B. Ambler, Bolton St.
CAMBRIDGE.—A. Bodger & Co., Sidney St.
CARDIFF.—E. Roberts, Ltd., 30, Duke St.
CARLISLE.—J. Huthart & Co., Ltd., 5 & 6, Green Market.
CHELTENHAM.—Cavendish House Co., Ltd.
CHESTERFIELD.—H. J. Cook, High St.
CHORLEY.—Dicconson Meggitt & Co., Market St.
CORK.—I. Hill & Son, 25, Grand Parade.
COVENTRY.—Hayward & Son, 17, Broadgate.
CREWE.—J. R. Kibser, 13, Earle St.
CROYDON.—Pickford & Newton, 11a, George St.
DARLINGTON.—Waite & Sons, King's Head Htl. Bldgs.
DERBY.—W. N. Flint, 14, James St.
DEVIZES.—M. Sloper & Co.
DONCASTER.—A. Gamman, 24, High St.
DOVER.—J. Falconer & Sons, 117, Bench St.
DUBLIN.—H. E. Taaffe, 27, Up. Sackville St.
DUNDEE.—Draffen & Jarvie, Ltd.
EASTBOURNE.—Bobby & Co., Ld., Terminus Rd.
EDINBURGH.—Stark Bros., 9, South Bridge.
ETON.—E. C. Devereux, 127, High St.
EXETER.—E. Sebley, High St.
FARNHAM.—H. K. Bentall, 18 & 20, Boro'.
FOLKESTONE.—Lewis, Hyland & Lisson.
GLASGOW.—Pettigrew & Stephens, Sauchiehall St.
GLOUCESTER.—C. Morgan, Bank Bldgs.
GRANTHAM.—Tryner Lynn, 70, High St.
GRAVESEND.—T. Smith, 30, New Rd.
GREENOCK.—Alex. Niven, 6, West Blackhall St.
GRIMSBY.—J. W. Garrard, 102, Cleethorpe Rd.
HALIFAX.—R. Hume, 12, Cornmarket.
HANLEY.—J. E. Carhart, 38, Piccadilly.
HARROGATE.—W. G. Allen & Son, 6, Prospect Crest.
HASTINGS.—Lewis, Hyland & Co., 213, Queen's Rd.
HUDDERSFIELD.—W. H. Dawson, 22, New St.
HULL.—T. Gillett, King Edward St.
HYTHE.—J. C. Cole, 15, High St.
ILFORD.—A. Shorland, Ltd., 183, High Rd.
ILFRACOMBE.—J. Pugsley & Son, 21, High St.
IPSWICH.—J. H. Grimwade & Son, Cornhill.
JARROW.—H. Golder & Co., 76, Ormonde St.
KEIGHLEY.—F. Pearson, 25, Low St.
KENDAL.—R. W. & T. K. Thompson, 44, Finkle St.
KING'S LYNN.—Jones & Dunn, 26, Market Place.
KINGSTON-ON-T.—P. Harrison, 10, Thames St.
LANCASTER.—R. Stanton, 17, Cheapside.
LEAMINGTON.—Nevill Strange & Co., Parade.
LEEDS.—Hyam & Co., Ltd., 43, Briggate.
LEEK.—J. Sutton, 15, Stanley St.
LEICESTER.—T. E. Snowden, 6, Gallowtree Gate.
LEIGH.—W. Ince, 20, Market St. & 17, Bradshawgate.
LIVERPOOL.—Watson Prickard, 26, N'th John St.
LLANDUDNO.—H. A. Shilton, Lloyd St.
LONDONDERRY.—Irvine & Co., Ltd.
LYMINGTON.—Elliott & Son, High St.
MAIDSTONE.—H. Taylor, 34, Week St.
MANCHESTER.—G. W. Rickards, Old Millgate.
MANSFIELD.—J. C. Bradley & Co., Church St.
MATLOCK.—Marsdens (Drapers) Ltd.
MELTON MOWBRAY.—W. Barnes & Co., Market Pl.
MERTHYR TYDVIL.—R. T. Jones & Co., Market Sq.
MEXBORO'.—R. Brown, 47, High St.
MIDDLESBORO'.—A. W. Foster, 74, Linthorpe Rd.
MINEHEAD.—W. Holloway, 16, Parade.
MONTROSE.—J. Clark, 20, George St.
MORETON-IN-MARSH.—Strong Bros.
MORPETH.—Armstrong & Angus, 9, Bridge St.
NANTWICH.—Stretch & Harlock.
NEWARK-ON-TRENT.—Ernest Randall.
NEWBURY.—H. C. Count, The Bridge.
NEWCASTLE-ON-T.—Emerson Robson, 74, Grey St.
NEWCASTLE (STAFFS.).—Henry White.
NEWPORT (Mon.).—Nott Bros., Ltd., 52, Commercial St.
NEWPORT (I.W.).—G. B. Parkis & Son, St. Thomas Sq.
NOTTINGHAM.—Dixon & Parker, Ltd., Lister Gate.
OXFORD.—Arthur Shepherd, 6, Cornmarket.
PLYMOUTH.—Perkin Bros., 13, Bedford St.
PORTSMOUTH.—E. C. Bentall, 109, High St.
PRESTON.—R. Lawson & Sons, 131, Fishergate.
RAMSBOTTOM.—W. Barlow, Bridge St.
READING.—Reed & Sons, Ltd., 99, Broad St.
ROTHERHAM.—F. Gilling, College St.
RUNCORN.—A. Dodd & Co., Regent St.
ST. HELENS.—Smith's, 51, Church St.
SALISBURY.—Larkam & Son, Canal.
SHEERNESS.—Temple Bros., 48, High St.
SHEFFIELD.—Colver & Co., Ld., Market Pl.
SOUTHAMPTON.—Batten & Sons, Above Bar.
STOCKPORT.—W. C. Fleming, 10, Underbank.
TORQUAY.—J. F. Rockhey, Ltd., 49, Fleet St.
WARRINGTON.—J. E. White, 22, Sankey St.
WEDNESBURY.—E. P. Brown & Co., Ltd.
WESTON-S.-MARE.—E. Hawkins & Co., 71, High St.
WIGAN.—Jackson & Smith, 22, Wallgate.
WOLVERHAMPTON.—Hyam & Co., Ltd., Dudley St.
YORK.—Anderson & Sons, 33, Coney St.

THE NEW STAR IN AQUILA.

BY E. B. OSBORN.

IF true education be the release of man from self, then astronomy should be included in every curriculum. There is no other study, I find, which so widens the horizon of children, so intensifies their curiosity and the creative impulse, so thoroughly purges their souls of egotism and enlarges their sympathies. It is impossible to be self-seeking and small-minded when the nature of the vast and wondrous cosmos, in which the earth itself is but a speck of cosmic dust, has been revealed to a growing intelligence. A new standard of self-measurement is set up; petty grievances are forgotten in contemplating the endless deserts and huge centres of space and time; and a reasonable humility is combined with a wholesome pride in the far-reaching intelligence of man, which can weigh Sirius in its mystic scales and examine the chemistry of Aldebaran in a magical scroll of many colours. The old legend of Tycho Brahe, how he used to put on his velvet robes of State when he went to his observatory—as if the presence of the stars was the presence of princes—pays a just tribute to the most mystical of the human mind's achievements. It is true, of course, that the routine work of a modern observatory does not touch the imagination. The science of to-day, as Kelvin pointed out, is mainly a matter of laborious observation of details and minute measuring. It was a difference of about one-thousandth in the atomic weight of nitrogen, as given by two different methods of procuring it, which led to the discovery in the atmosphere of the argon series of gases—among them helium, which is now known to be a constituent not only of the sun, but also of the far greater luminaries which we see as the merest dust of light faintly flickering in the night-wind, so it seems.



IN MESOPOTAMIA: A STAFF OFFICER READING A MESSAGE (WITH TAILS ATTACHED) DROPPED FROM AN AEROPLANE.—[*Official Photograph.*]

In modern astronomy, however, the infinitely small and the infinitely great illustrate one another; and even the routine worker, as he patiently records tiny facts, night after night, year after year, has visions of the greatness and glory of his task, even if he has not time to study the most wondrous spectacles in the changing-changeless heavens—such as the diamond crescent of Venus or the great Nebula in Orion, which are as perennially fascinating as the Matterhorn or Niagara Falls. Even in the infinitely small there is often an element of vastness which holds up the affairs of humanity to derision. All the world is now at war; so far-flung is the struggle, so stern its discipline, that it has assumed the aspect of one of Nature's august experiments, designed to discover whether this planet shall be possessed by men or Germans. But, both as regards the numbers engaged and the determination of either army, the fighting between bacilli and leucocytes in a fever case is far more gruesome. It is a month's battle fought to a finish in the dark; each combatant is a blind inexorable purpose.

But the new star in Aquila is the sign of a cosmical catastrophe which transcends the imagination of the inhabitants of this minute planet attached to a fifth-rate star. The explosion of Krakatoa, the detonations of which were heard at a distance of three thousand miles, or the storm of Leonid meteors in 1866, or even the brandishing of flames a quarter of a mile long on the surface of the sun, are nothing, or less than nothing, in comparison with the results of the collision indicated by a "nova" between gigantic bodies in the remote distances of sidereal space. The light of the swift conflagration has been on its way to us for centuries; suns, living or icily extinct, have been consumed, and with them whole companies of planets.

There is no danger for us in the catastrophe of which tidings have just arrived. We shall not record it as an omen, after the fashion of our ancestors, who noted in the Bayeux Tapestry the appearance in 1066 of Halley's Comet. But any day some huge extinct sun might hurl itself into our little solar system and bring about the utter annihilation of the curious whirl of carbon atoms which is called terrestrial life. Thus astronomy teaches us that our whole world of being exists only on sufferance.



AT A FRENCH HEADQUARTERS: A STAFF OFFICER RECEIVING A JAPANESE GENERAL.

French Official Photograph.

In the "Roll of Honour" page, in our issue of June 4, a portrait of Captain A. H. Smyth, R.N., who was, by a misunderstanding, which we regret, stated to have died at sea on a vessel torpedoed by the enemy, was included. We are happy to learn that such was not the case, and that Captain Smyth is alive and well.

Harrods

A Word about Men's Wear

WHETHER man may want much or little here below, this is certain, that he can get at Harrods most things he requires for his earthly pilgrimage.

Be he civilian or Service man, he may equally command the best of everything, the best advice, the best choice, the best skill. He may walk into Harrods in the garb of the City and walk out in half-an-hour attired from top to toe in strict accord with "regulation," in the equipment of any of our Services.

Suits and Uniforms

Although the perfectly tailored "bespoke" suit still holds its favour with a considerable number of Harrods patrons, the old-time prejudice against the ready-to-wear suit has long since gone by, and Harrods have developed this feature to a high degree of excellence, embodying materials as fine, workmanship as sound, and style as accurate as will be found in garments whose production and fitting entail delay and journeyings.

It is the same with Service uniforms. For a man to place himself in Harrods hands is to ensure not merely excellence of cut, fit and material, but absolute accuracy in all those details on which the Services set such store.

The great thing is to make a point of affording a first modest order the opportunity of carrying with it the conviction that Harrods Men's Section has that to offer which somehow you do not find elsewhere.

HARRODS Ltd

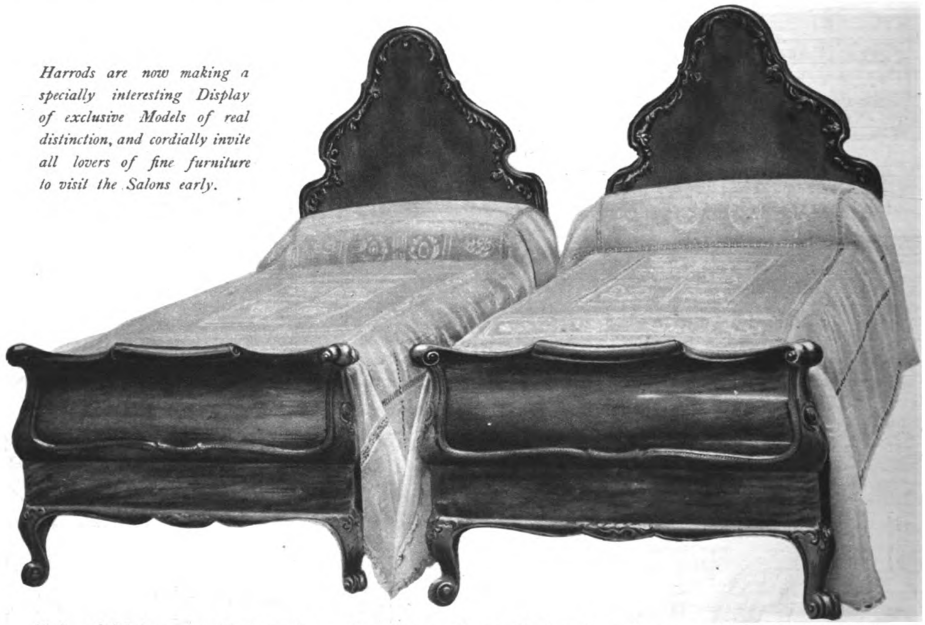
Woodman Burbidge Managing Director

LONDON SW1

HARRODS BEDSTEADS

Finest Selection of Period Models in London

Harrods are now making a specially interesting Display of exclusive Models of real distinction, and cordially invite all lovers of fine furniture to visit the Salons early.



Pair of Mahogany Bedsteads of the Queen Anne Period, based on an old Spanish Model. The head ends are very finely carved, as are also the gracefully shaped foot ends. Size, 3 ft. 3 in. wide by 6 ft. 6 in. long. Pair £78 10 0

INELIGIBLE OR EXEMPTED MEN

should provide for their own future and that of their dependants, by taking up an Endowment Assurance NOW with the Scottish Widows Fund.

Write for Booklet giving full particulars and terms.

NATIONAL WAR BONDS.

For scheme to purchase by instalments, apply for special leaflet giving full particulars.

Scottish Widows Fund. *Founded 1815.*

The Largest British Mutual Life Office.

FUNDS: 22 MILLIONS. *CLAIMS PAID:* 47 MILLIONS.

HEAD OFFICE:
9, St. Andrew Square, Edinburgh.
(G. J. LIDSTONE, Manager and Actuary.)

LONDON OFFICES:
28, Cornhill, E.C. 3; 17, Waterloo Pl., S.W. 1.



The All-British
ADAIR – **GANESH** PREPARATIONS
92, NEW BOND ST., LONDON, W.
'Phone—GERRARD 3782
5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6

Ganesh Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6

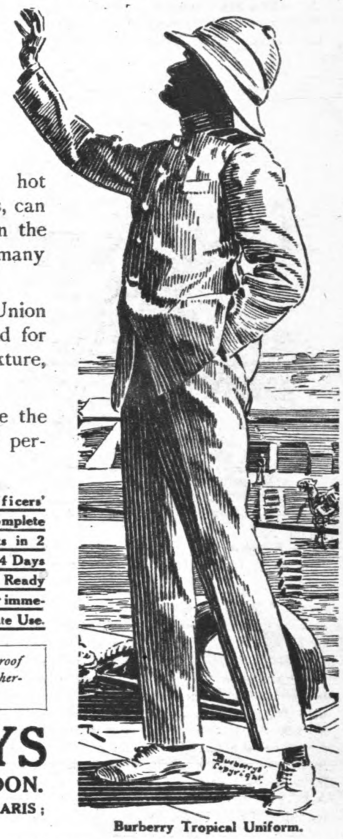
Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 3/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

ADVICE GRATIS. WRITE FOR FREE BOOK.

BURBERRY NAVAL KIT

for the Tropics and Far East, is ideal for lightweight, coolness, and resistance to hard wear.



Naval Officers *en route* for hot climates, outfitting at Burberrys, can obtain all the necessary kit in the most suitable materials—with many special Burberry comforts.

Burberrys' White Cotton and Union Ducks and Drills are unrivalled for airylight weight, fineness of texture, toughness, and durability.

Burberry Weatherproofs exclude the heaviest rain, yet are cool and perfectly self-ventilating.

Illustrated Naval or Military Catalogue sent post free on request.

BURBERRYS

Every Burberry Garment bears this label.

Officers' Complete Kits in 2 to 4 Days or Ready for immediate Use.

During the War Burberrys Clean and Re-proof Officers' Naval or Military Burberry Weatherproof Topcoats FREE OF CHARGE.

BURBERRYS

Haymarket, S.W. 1, LONDON.
8 and 10, Boulevard Malesherbes, PARIS; Agents in chief Naval Ports.

Burberry Tropical Uniform.

Parfum "June Roses"
MORNY



The real fragrance of the English Rose.

5/-, 7/2, 13/9, 24/9 the Bottle.

Bath Salts - - 2/9 & 7/2	Bath Dusting Powder - - 5/-
Bath Salt Tablets 2/9 & 7/2	Toilet Soap (3 tabs.) 7/2
Face Powder, in 5 tints - - - 5/-	Bath Soap - - 1/9

From your usual retailer, or direct (enclosing amount and postage) from

MORNY FRÈRES LTD.,
201, REGENT STREET, LONDON, W. 1.



For every boot and every shoe there is a Paton Lace. And by purchasing

PATON'S
BOOT & SHOE
LACES

you guard against the annoyance of continually breaking laces. Paton's Laces are quality laces, made of hundreds of mercerised threads so as to give long service. They never become shabby as the dyes are fast—so are the tags.

ALL BRITISH.

Boot Laces for Ladies and Gentlemen..3d. & 4d. per pair.
Shoe Laces (flat or tubular) do. .. 4d. "
Leather Laces do. ..6d. & 9d. "

Your own boot dealer can supply you if you insist upon Paton's.

WM. PATON, LTD., Johnstone, SCOTLAND.

P1

"Cravenette" (Regd)
SHOWERPROOFS

have been for years the greatest boon to all living an out-door life, and **SERVICE CONDITIONS** have proved their value in every sort of bad weather.

OBTAINABLE from LEADING OUTFITTERS, STORES, etc.

REG.D TRADE MARK *Cravenette* PROOFED BY THE Cravenette Co.LTD

Look for this stamp. It is your protection.

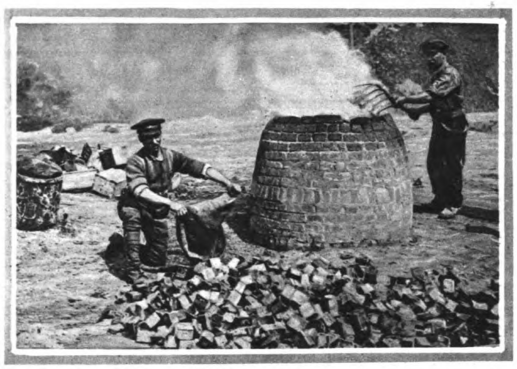
If any difficulty in obtaining, please write—
The Cravenette Co., Ltd. (Dept. 25), Well Street, BRADFORD.



LITERATURE.

"King George and the Royal Family."

Mr. Edward Legge is a painstaking gentleman, and has taken all British Royalty to be his province. He gives us *la vraie verité*: he says so, and he ought to know. "King George and the Royal Family" (Grant Richards) is his latest effort; there are two volumes, eight hundred pages, and there is hardly a paragraph printed in the Press since King George came to the throne that would appear to have escaped Mr. Legge's eagle eye. If, after reading those eight hundred pages, admiring the type and the quality of the paper, we find that King George and the Royal Family have escaped us, the fault is undoubtedly ours. Somewhere under the eight hundred pages of newspaper cutting, mild comment, chronicle of small beer, and the rest, a justly popular King lies buried. Shall we blame Mr. Legge? He has laid his hands reverently upon all available material.



SALVAGE WORK IN FRANCE: EMPTY TINS BEING PLACED IN A KILN, TO EXTRACT SOLDER FROM THEM.—[*Official Photograph.*]

To those of us who are immersed in the rough and tumble of daily life, accustomed to estimate values, loyal and interested in a Royal Family of which we know we have every reason to feel proud, there comes a feeling of regret that Mr. Legge has allowed himself to write without a due sense of proportion. Newspaper-cuttings dealing with events of trivial interest and no importance may help to bulk a book, but they do not make it readable. We get a fleeting glimpse of earnest, strenuous, and patient rulers doing their duty, and more than their duty; but at the moment when we are hoping that the glimpse will widen into a fair view, it becomes obscured by trivialities. One volume of half the size of either of the books before us might have given us our Royal Family in their habit as they live; but the making of such a book would have required gifts that Mr. Legge either does not possess or has not chosen to exercise.

We regret this, for King George and his family have been faced with a greater crisis than any monarch has known in England for more than a century, and at every critical moment have proved themselves worthy of the responsibilities that belong to the Crown. A book that shall do justice to King George and the Royal Family must reveal a grasp of salient facts, and leave the others alone. Mr. Legge has cast his net very wide, and exhibits everything he has been able to catch with unjustifiable pride.

The result to a great extent is a chronicle unworthy the theme and the hour. "Let it not be forgotten that King George's revered grandmother sent a box of chocolate to all our men who were fighting the Boers in South Africa at Christmas 1899." Thus Mr. Legge in most solemn mood. We may be pardoned, perhaps, if we prefer to forget that we ever had to fight the gallant men who are now helping the Empire. All manner of official letters that would be sent in any circumstances in the King's name are set out in full. Doubtless Mr. Legge is inspired by the best of intentions, and there is no more to say, except that the price of the two volumes is thirty shillings net.

Amy Lowell and Her Poetry.

Before the war British readers were slightly indifferent towards contemporary American literature—they had such a huge crop of their own from which to extract the grain among the chaff. American poetry especially suffered neglect. But now it is time to change all that, since the United States came into the war and poetry came into its own as an expression of national aspirations. An introduction to one highly accomplished American poetess and critic, whose work well deserves study, is provided by Mr. W. Bryher's essay, "Amy Lowell: A Critical Appreciation" (Eyre and Spottiswoode). She is a sister of President Lowell, of Harvard, and belongs to what is known as the Imagist school of modern poetry. Much of her work, as quoted by Mr. Bryher, is written in *vers libre*, and it exhibits a remarkable quality of description, combined with keen pathos and ironic humour. Miss Lowell's first book, "A Dome of Many-Coloured Glass," was published in 1912, and in 1914 came "Sword-Blades and Poppy-Seeds." During the war she has issued "Six French Poets," "Men, Women, and Ghosts," and "Tendencies in Modern American Poetry." Mr. Bryher's enthusiastic essay is certain to send many readers to the original, and they will not be disappointed.



PICKING UP SOUVENIRS: CANADIAN NURSES AMONG THE RUINS OF A GOTHA WHICH WAS BROUGHT DOWN IN FLAMES NEAR THEIR HOSPITAL ON THE WESTERN FRONT.—[*Canadian War Records.*]



A Good Complexion

is the difference between a woman and a woman beautiful



BEAUTY is far more than skin deep—but beauty of complexion is one of Woman's chiefest charms. Now, Kruschen Salts is Nature's aid to beauty of complexion—and that for a very simple reason.

Woman, be she maid or mother, needs a trustworthy ally in combating certain natural disabilities which tend to lower the tone of her system as a whole, and sooner or later manifest their ill-effects in her complexion. In Kruschen Salts she finds just such an ally—a gentle but efficient aperient and diuretic that keeps the system sweet and clean, with tonic properties which build it up to that perfection of inward grace whose visible sign is a good complexion.

Regularity of habit is the basis of a good complexion . . . Kruschen Salts determines habit and maintains its regularity. The Kruschen Habit is a daily reminder to the liver, kidneys and eliminative system generally to the regular performance of their vital functions. With these organs working well and regularly the tone and texture of the skin must needs be beautiful — a good complexion is assured.

But Kruschen Salts is more than a mere aperient and diuretic. It also possesses tonic properties that render it pre-eminent above all other depuratives, the effect of which is generally negatived by failure to maintain the tone of the organs during the cleansing process. Lassitude is the inevitable result of such one-sided procedure, and it is open to question whether the net result is even a slight improvement in the condition it was purposed to correct. With the Kruschen course there is no period of being "worse before you are better"—no pain, no discomfort, no temporary indisposition. Rather, the mental and physical state begins at once to improve, and continues so to do as one continues to use this truly beneficent remedy.

Naturally—that is how the Kruschen Habit works; it is an aid to Nature—nothing more. For Kruschen Salts is not a medicine—the salines that compose it are natural ingredients of the body.

It was a wholly wrong idea of what the body really needs that led so many seekers after health—and the beauty of health—to go abroad in search of it; now that certain foreign watering places are to all intents and purposes "off the map", the spa habit has given place to the Kruschen Habit, with benefit to all at home. Nowadays, the doctor who says "Save time, save money, and save your health by taking the Kruschen Course in your own home amid your customary surroundings" prescribes a treatment which he knows has benefited thousands all over the world . . . one from which many men and most women would benefit.

Kruschen Salts — all-British for 160 years—may be obtained of all Chemists at 1s. 6d. per bottle, or post free for 2s., in the United Kingdom, from E. Griffiths Hughes (Kruschen) Ltd., 68 Deansgate Arcade, Manchester. It is also on sale at all British Expeditionary Force Canteens at 1s. 6d., or will be sent post paid to any member of the B. E. F. abroad at 2s. 6d. for one bottle, 4s. for two bottles, 5s. 6d. for three—prompt despatch guaranteed.

CHESS.

R C DURELL (France).—We hope to avail ourselves of your contribution at no distant date.

E G HOLL (New York, U.S.A.).—Your solution is quite correct. We agree with you the problem is a very pleasing composition.

G A WARREN (France).—We have forwarded the solution you require.

H T BAXTER (Dundee).—Thanks for your letter and the game. We expect to find the latter a good specimen of chess skill.

H B PAGE (France).—We have pleasure in complying with your request.

CORRECT SOLUTION OF PROBLEM No. 3778 received from G A Warren (B.E.F.); of No. 3779 from E Turner (India); of No. 3782 from J C Gardner (Toronto), and C W Moore (Amherst, Nova Scotia); of No. 3783 from J B Camara (Madeira); of No. 3786 from J Verrall (Rodmell), F Drakeford (Brampton), F A Truscott (Forest Gate), and Captain Challice (Great Yarmouth).

CORRECT SOLUTIONS OF PROBLEM No. 3787 received from A W Hamilton Gell (Exeter), H Grasett Baldwin (Farnham), J Fowler, A H H (Bath), J S Forbes (Brighton), and J Richardson (Newhaven).

CHESS IN AMERICA.

Game played in the Championship Tournament of the Brooklyn Chess Club, between Messrs. HEAL and SCHROEDER.

(*Centre Counter Gambit.*)

WHITE (Mr. S.)	BLACK (Mr. H.)	WHITE (Mr. S.)	BLACK (Mr. H.)
1. P to K 4th	P to Q 4th	7. B to B 4th	Q to Kt 3rd
		8. Q to B 3rd	P to Q B 3rd
This opening seems to have come into vogue of late in America, possibly owing to its successful exploitation by Capablanca a couple of seasons ago.		9. B to Kt 2nd	P to K 3rd
		10. P to Kt 5th	B to Kt 2nd
		11. Kt to K 2nd	B to Q 3rd
2. P takes P	Q takes P	12. B to Q 3rd	P to K B 4th
3. Kt to Q B 3rd	Q to Q R 4th	13. P to Kt 4th	Kt to K R 3rd
4. P to Q Kt 4th		14. P takes P	Q to B 2nd
		15. B to K 4th	

We do not remember meeting with this continuation before; but it exhibits the true spirit of White's proper reply, which is to keep Black's Queen in useless movement, while he rapidly develops his own forces.

White has the game in his hands; and he storms the position in fine style.

4.	Q to Kt 3rd	15.	Kt takes P
5. Kt to Q 5th	Q to K 3rd (ch)	16. Kt takes Kt	P takes Kt
6. Kt to K 3rd	P to Q Kt 3rd	17. P takes P	B to R 3rd
		18. B to Q 5th	Q to B 2nd
A bad move, as the sequel shows, but it is really difficult to find a better.		19. R to K Kt sq	B takes Kt
		20. Q takes B (ch)	K to Q sq
		21. R takes P	R to K sq
		22. B to B 6th (ch)	B to K 2nd
		23. B takes B (ch)	Resigns.

SOLUTION OF PROBLEM No. 3786.—BY J. PAUL TAYLOR.

WHITE	BLACK
1. Kt to Kt 6th	Any move
2. Mate accordingly.	

PROBLEM No. 3788.—BY A. M. SPARKE.

BLACK.



WHITE.

White to play, and mate in two moves.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 18s. 9d.
	Six Months, £1 8s. 3d.; or including Christmas Number, £1 10s. 7d.	
	Three Months, 14s. 1d.; or including Christmas Number, 16s. 6d.	
CANADA.	Twelve Months (including Christmas Number),	£3 0s. 11d.
	Six Months, £1 9s. 3d.; or including Christmas Number, £1 11s. 8d.	
	Three Months, 14s. 7d.; or including Christmas Number, 17s. 0d.	
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number),	£3 5s. 3d.
	Six Months, £1 11s. 5d.; or including Christmas Number, £1 13s. 10d.	
	Three Months, 15s. 9d.; or including Christmas Number, 18s. 3d.	

The directors of Carreras, Ltd., have declared an interim dividend on the Ordinary shares at the rate of 8 per cent. per annum, for the half-year ended April 30, which was paid on June 19.

One of the red-letter days in the diary of every well-dressed woman and every good housewife is that upon which commences the Annual Sale which will be held at the famous Linen Hall in Regent Street, by Messrs. Robinson and Cleaver, Ltd., from June 24 until July 27. In the great Hall every sort of production in linen for domestic or purely personal wear or purposes will be found; and in every case the quality and taste displayed are as tempting as are the moderate prices. It is wise to write without delay for an illustrated Sale Catalogue. It may, however, be mentioned that, for the house, there is a delightfully varied collection of table-cloths at prices from 17s. 6d. to about five guineas, and, therefore, suiting all purses and all tastes. Table-napkins *en suite* can also be obtained. Beautiful bedspreads are offered in great variety of pattern and a wide range of prices; and the curtain department is, as always, able to gratify every taste. Blouses, blouse robes, coats and skirts, and a great selection of *lingerie* and lace, nightdresses, corsets, petticoats, handkerchiefs, and other items, are offered in dainty varieties; and there are also many bargains in men's wear and children's clothes, all or any of which will well repay a visit.

THE PLAYHOUSES.

"THE LOVING HEART." AT THE NEW THEATRE.

FOR the colour, the Renaissance scenery and costumes—in fact, the general decoration of Henrietta Leslie and John Dymock's "tale of enchantments from Boccaccio," we are duly grateful in these times: here is something to charm the eye; just the setting, indeed, for engaging romance. But when we turn from the frame to the picture itself, truly it might have been better done. It is a very long way "after" the Decameron, alike in style, workmanship, and humour.

No one will quarrel with the authors' use of the convention of a young wife's having to be in disguise before she can win her husband's affections; or their presentation of a sick king whom the heroine cures; or their reliance on magic and carefully guarded prescriptions. But with this material they make a thing of shreds and patches: a mixture of the pathetic, the grotesque, and the horrific; a succession of episodes that are not harmonised into an artistic whole. In particular, the magician who has sold himself to the devil, presented as a sort of grim clown who is constantly showing himself through top windows and round corners; and his zany of a son who follows in his tracks, lamenting and trying to atone for his father's wickedness—strike a low-comedy note that is quite out of keeping with the spirit of Boccaccio, or with other details of the scheme. Still, Mr. Foss plays the magician with plenty of *brio*; Mr. Russell Thorndike has some really telling moments as the fool; Miss Rosina Filippi's waiting-woman is characteristically vivacious and breezy; Mr. Brydone's limited appearances are impressive; Mr. Basil Gill turns his fine voice to customary account; and Miss Muriel Pratt, as the loving Blanchefleur, reveals intelligence and temperament.

Under the patronage of H.H. Princess Marie Louise, Lord Leverhulme, and the Mayor and Mayoress of Hampstead, a matinée concert will be given by Miss Maude Valerie White at Lord Leverhulme's beautiful house, The Hill, Hampstead Heath, on Wednesday, June 26, in aid of the funds of the Veterans Association. By the kind permission of Lord Leverhulme, visitors will be admitted to the gardens (where tea will be served) and the concert will take place in the music-room. Tickets can be obtained from the Secretary of the Veterans Association, 47, Bedford Row, W.C.1, and the cause should make very wide appeal.

URODONAL

dissolves uric acid.

The sign of the temporal artery denotes the beginning of Arterio-Sclerosis.



"The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

THE SIGN OF THE TEMPORAL ARTERY.

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping.

"Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms; the least exertion produces exhaustion, and they become irritable, worried and melancholic.

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the **TEMPORAL ARTERY.**

"If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately.

"Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent Professor of Physiology at the École Supérieure des Sciences d'Alger."—DR. J. L. S. BOTAL.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 and 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.

Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

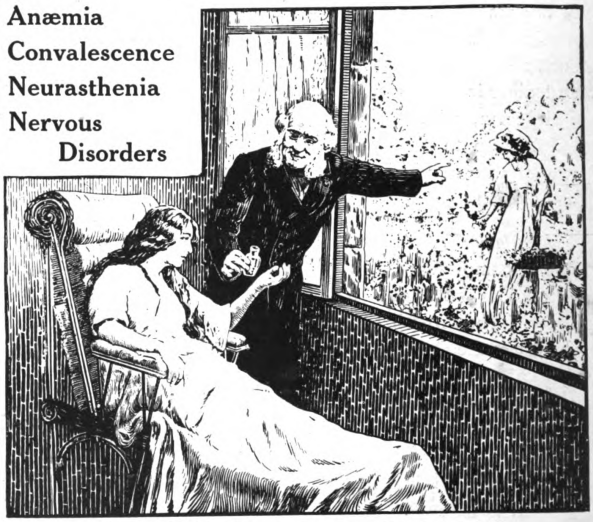
Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box, G.P.O. 2259).

Sub-Agents for India, Burma and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.

GLOBÉOL

The Ideal Tonic.

Anæmia
Convalescence
Neurasthenia
Nervous Disorders



"Courage! Globéol will soon restore your health and strength!"

Globéol is a complete treatment for ANÆMIA. It rapidly strengthens and tones up the whole system, shortens the period of convalescence, and gives a feeling of health, comfort and renewed vigour. After taking Globéol for a few days the eyes become bright, the cheeks glow with colour and life, movements are brisk, and there is complete absence of weariness and depression. As an aid towards recovering from Influenza or any other illness, Globéol is invaluable.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."



For FLOOR Coverings

TRELOAR'S
DUROLEUM

Patterns cannot wear off.

A remarkable Floor Covering in various designs.

Call and inspect, or Write for Prices of all Carpets.

Specialists for 80 Years

68, 69, 70, LUDGATE HILL, LONDON, E.C. 4.



The Superior Egyptian

The constant misuse of the word "Egyptian" as applied to cigarettes is in itself testimony to the worth of the genuine article. "Le Kanopus" is what we say it is—Egyptian: the true Egyptian Cigarette. Made from choice oriental tobaccos, blended in the true Eastern way and manufactured in Cairo, Egypt.

Le Kanopus
EGYPTIAN Cigarette

Don't buy so-called Egyptian Cigarettes made in Europe from just ordinary tobaccos—buy "Le Kanopus," the superior Egyptian Cigarette sold at a moderate price.

PRICES: 1/- for 10; 2/-, 20; 5/-, 50; 9/11, 100.

High class Tobacconists everywhere stock "Le Kanopus." Ask for this brand when you want a good Cigarette.



When the W.A.A.C. girl is packing up her kit, the question of Toilet Soap is a question of some moment.

What soap is it that lasts well, lathers well, and really is dependable? Experience points at once to

PRICE'S
COURT BOUQUET
COMPLEXION SOAP

No gift is more acceptable to the Outward-bound W.A.A.C. girl—or, for the matter of that, to any woman of discrimination—than a box of assorted "Court Bouquet."

Your local dealer keeps it—***the Toilet Soap of high degree.***

PRICE'S, BATTERSEA, S.W. 11.



Delta

THOSE women who always wear Delta lace shoes are recommended to buy Delta War Time shoes. The former are in short supply but the latter are in good supply nowadays.

These War Time shoes are made, too, on the same lasts and are every bit as comfortable as Delta Nos. 140 and 170.

All are lace shoes, Oxford and Derby patterns, and are sold at the Government price 18/- a pair, laces extra; lace boots 22/-, laces extra.

The same shops that sell women's also sell men's War Time boots at 26/3 a pair or 13/2 a boot. The single boots, rights or lefts, are for those men who have been so unfortunate as to lose a leg.

Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
City Telephone
London Wall
6989



290—19/9

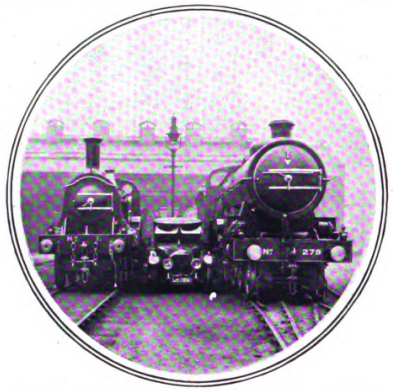
Agents everywhere

:018

THE CHRONICLE OF THE CAR.

The A.A. £1000 Gas-Traction Prize.

The offer of the Automobile Association of a prize of £1000 for the best method of using coal-gas on motor vehicles, to which I drew attention some few weeks ago, appears to have aroused considerable interest among motorists. Quite a number of devices have already been definitely entered for the competition, and, in addition, many valuable suggestions have been received by the Association. Incidentally, the competition has stimulated research and investigation concerning the possibility of using other fuels beside coal-gas, petrol, and petrol substitutes; while the important question of adequate supplies of coal-gas and benzol for post-war motoring requirements has received a very welcome impetus. Entries for the competition, as well as a good deal of valuable correspondence, have been received from well-known engineers and gas experts, private motorists, members of the motor industry, and working men and mechanics, many of whom have been for some time endeavouring to devise practical means of propelling motor-cars with coal-gas and other "substitute" fuels. Further, so much interest has been aroused by the A.A.'s offer that several well-known experts have, in the interests of post-war motoring, expressed their willingness to co-operate in investigating and bringing to a practical stage of development any really promising ideas submitted by non-experts. As illustrating the wide interest which has been taken in the competition, it may be mentioned that entries and correspondence have been received from motorists serving with the Forces in France, Italy, Salonika, and Mesopotamia. I may add that entries for this most useful competition will remain open until Dec. 31 next.



A UNIQUE PHOTOGRAPH: PAST AND PRESENT MOTORS.

Our photograph shows one of the latest six-cylinder Napier cars standing between two Great Northern Railway engines. The engine on the left is the last of the 8-ft. single-wheel type, and was christened, in 1870, "The Greyhound of the North." The one on the right is one of the well-known Atlantic type. The Napier appropriately completes in up-to-date fashion a trio all noted for speed, reliability, and simple control.

A Worthy Cause.

Some time ago I drew attention to the good work being done by the school of motor-engineering established through the good offices of the *Autocar* at Mürren, in Switzerland, for the teaching of interned British prisoners of war. I am informed now that the British Red Cross Society has approached the journal mentioned with a request that it should take over the running expenses of a similar school at Scheveningen. This the *Autocar* has consented to do, and I am given to understand that a sum of £1000 is required for the purchase of the necessary machinery, and a further amount, averaging about £500 per annum, will be needed for running costs. I can conceive of no more worthy enterprise than this. It is not only that the courses of instruction in the school will be a welcome break in the appalling monotony of life in an internment camp, but it is a distinctly useful break. Instead of the time spent in this camp being so many months, or years, carved, as it were, out of the lives of the prisoners, they will be occupied in the acquisition of knowledge which will fit the men on

(Continued overleaf.

IDEAL SHOES

Suitable and distinctive for present wear, are contained in

F.H&W's

well-assorted stocks.

The "Viceroy." *Reg.*



No smarter goods and no better values on the Market.

The "Miranda." *Reg.*



Our own registered brands are true guarantees of Quality & Value.

To places where we have no branch, goods will be sent by post on receipt of order and remittance. Foreign remittances must include cost of postage.

FREEMAN, HARDY & WILLIS LTD
LEICESTER. Over 470 Branches in ENGLAND.

SOUTH AMERICA
WEST INDIES
SPAIN PORTUGAL
PANAMA BERMUDA
CENTRAL AMERICA
GIBRALTAR MOROCCO
ATLANTIC ISLES EGYPT
STRAITS CHINA JAPAN
THE ROYAL MAIL STEAM PACKET Co
18 MOORGATE STREET LONDON EC

Spinet
The SUPER CIGARETTE

Fine Old Virginia, Oval, Cork-Tipped,
1/4 for 20 Also in boxes of 50 and 100
Spinet Mixture For the Pipe 1/11d for 2oz

R. & J. HILL LTD LONDON.

C. Brandauer & Co.'s Ltd.
CIRCULAR POINTED PENS.

SEVEN PRIZE MEDALS

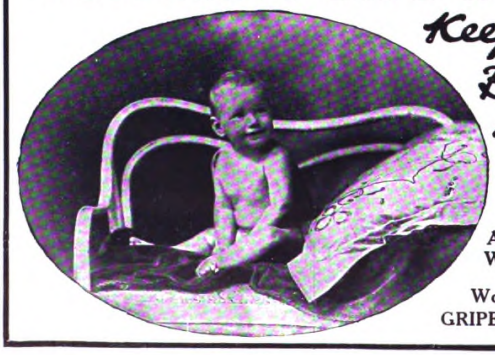


These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 8d. in stamps direct to the Works, BIRMINGHAM.

Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.

During Summer Heats
WOODWARD'S GRIPE WATER
Keeps Baby Well!



A Baby Prize-Winner reared on Woodward's GRIPE WATER.

A Pretty Camisole

composed of lace and finished lace edging and ribbon, an example of the dainty models in Lingerie to be seen at the Linen Hall.



Camisole composed of imitation Milan lace, with Cluny edging round neck and sleeves, small opening in front with two sets of ribbon, finished each side of waist with interlacing of ribbon, fastening at back. Price 33/9

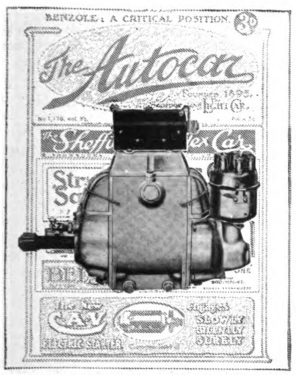
If unable to call, write for our Illustrated Catalogue, sent post free on request.

Robinson & Cleaver Ltd
THE LINEN HALL
REGENT STREET LONDON W.1.

Post it to Pullars

No smart man can afford to wear a shabby Suit or Overcoat. At a trifling cost his garments can be made spick and span, cleaned and repaired and ready for wear. Send to any Pullar Branch or Agent, or post direct to ——— PULLARS'

Cleaners & Dyers Perth



CORRESPONDENCE COLUMN. Page 468, May 11.

"I HAVE out here a 1915 four-cylinder Buick, with a Delco single unit electric set . . . . . The car has been in almost constant use since early in the year of its manufacture, and has never needed any attention to its electrical gear, except the occasional cleaning of terminals, adjustment of contact breaker, and renewal of carbon dynamo brushes. The first of these operations has not been necessary as often as three times a year; the contact breaker and the brushes have not been attended to more than once a year.

"The battery, though it has, through rough usage, lost some capacity, is still capable of starting the engine at a temperature of 0° C . . . . . I was prejudiced against all kinds of single unit electrical machines before I had this car. But now I will stand up for the efficiency of the Delco product against any of the same date, and against most of those which have been brought out since.

"I very much doubt if my Delco set has cost 15/- in all its life of three years of war work. I exclude, of course, lamp bulbs . . . . "

(*Signed*) NORMAN F. DE TOURVAL PHILLIPS.

TESTIMONY IN *The Autocar* **(May 11 issue) TO THE EFFICIENCY OF**

BUICK STANDARD EQUIPMENT

Buick

'Phone.—Gerrard 9606. *Tel.*—Buickgen, London.

GENERAL MOTORS (Europe), LD.

136 Long Acre, London, W.C. 2.



IF the above quotation applies to *you*—if you have merely read about Sanatogen while others have been taking it and enjoying its splendid invigorating effect—then you should at once make up your mind to try Sanatogen.

"Sanatogen"—writes Mr. J. E. Patterson (author of "Sea-Pie," etc.)—"has given me appetite, healthy sleep, physical and nervous strength and a new outlook; whereas for twelve years I had been slowly losing all these blessings, and had become a so-called wreck on each count."

Near you, as you read this, is a chemist's shop where you can order Sanatogen; do so to-day—take two teaspoonfuls of Sanatogen with or after meals—and go on taking it regularly—twice or three times a day—for at least a few weeks.

You will be astonished and delighted at the result; for there is no doubt that Sanatogen thoroughly reanimates all the molecular activities of your body—generates in your system nutritious compounds which stimulate the cells to manufacture energy—and even invigorates harmlessly the thinking matter in the uppermost strands of your brain.

This explains the remarkable effect of Sanatogen—how it smooths out the lines of worry and depression—restores sleep, appetite and digestion—makes the blood flow richer and redder—brings a light to the eyes, colour to the cheeks, and abundant vitality to the whole organism.

But do not be satisfied merely to have read this description—**take** Sanatogen! At 1/9 to 9/6 per tin it costs you only twopence per dose—less than tea or coffee in a restaurant!—and it saves its cost in food alone. For **its nutritive value is so high that two teaspoonfuls yield as much nourishing proteid as a pint of whole milk, though of course Sanatogen is not made from whole milk, only the proteid being utilised.**

Get the Guaranteed Original

SANATOGEN

The Genuine Tonic-Food

—and see that it is labelled Genatosan, Ltd. (British Purchasers of The Sanatogen Co.), 12, Chenies Street, London, W.C. 1. (Chairman, Lady Mackworth.)

Your chemist may have to keep you waiting a few days—for military needs have greatly curtailed the civilian supply; but genuine Sanatogen is worth waiting for, and once you have tried it, you will take care never to be without it in the future.

Note: Sanatogen will later on be re-named Genatosan to distinguish it from substitutes and counterfeits.

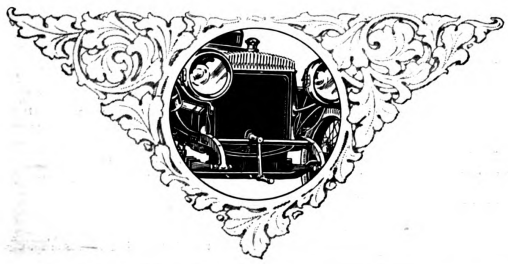
Daimler

The Daimler Company, Ltd., Coventry

BEFORE the war we made Motor Carriages of the highest quality and refinement; we also made Commercial Vehicles of an efficiency standard that solved the road traction problem for all large Carrying Companies, Corporations, and Commercial Houses.

DURING the War Daimler organisation has been devoted to war work, requiring the same degree of skill and workmanship that made pre-war Daimlers famous.

AFTER the war the Daimler Company will automatically take up its position in the forefront of the British industry. The Daimler Sleeve-Valve Engine has proved its supremacy in every field since its introduction.

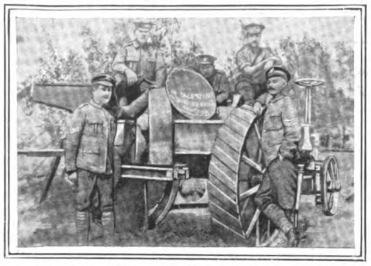


(Continued.)

their return home to take their places in civil life with an excellent trade in their hands. I commend the fund to the readers of these notes.

A Stirring Memory of Home.

Some of the boys hailing from here, and attached to a regiment fighting in Palestine, received an unexpected reminder of home after a recent tussle with the Turk, resulting in the capture of a German colony where agriculture had been successfully practised. This was a Saunderson tractor which had been built in their native town, and had been despatched to a customer in the Holy Land eighteen months before war was declared. The discovery of this machine was a pleasing incident in itself; but conceive their surprise when one of the party, Corporal Kendall, discovered that he had assisted in the construction of this very machine; while another, Private Doughty, recognised the mark of his father's hand upon the spokes of the wheels. In a letter addressed to Mr. H. Saunderson, the designer and builder of the tractor in question, Corporal R. E. Shadrake, who was also one of the party of discovery, writes: "A few weeks ago we took a village from the Turks which was found to be a German colony called Wilhelma. One of the first things we saw was a Saunderson tractor made at our home works. I thought it would interest you to know that some of our boys had memories of their native place brought before them by the sight of this tractor so many miles from home. I hope you will accept the enclosed photo from the boys now in Palestine. With best wishes from us, Yours sincerely (Signed) "R. E. Shadrake."



A REMINDER OF HOME: ENGLISH COUNTY TROOPS DISCOVER A BRITISH TRACTOR IN PALESTINE.

By a remarkable coincidence, some of our soldiers hailing from this country came across this Saunderson tractor in a captured German colony in the Holy Land. One of the party, moreover, had assisted in its construction at the works before the war.

Private Doughty examined the tractor, a model "V.," to find it in fairly good order. It had evidently been abandoned in a hurry, only the cylinders being missing, and these probably had been removed by the Turks. While the discovery came as a surprise to the roving British Tommies from home, it may be mentioned that several Saunderson tractors were despatched to the Holy Land during happier days, where they proved to be eminently adapted to local conditions for all purposes upon the farm. W. W.

London's Voluntary Hospitals will need £100,000 this year from the Hospital Sunday Fund

to relieve the burden placed upon them by the war. Their work for the SICK POOR has been maintained in addition to the treatment of over 150 000 WOUNDED. This in spite of unparalleled difficulties. The noble work of our Voluntary Hospitals during this time of crisis will stand for all time as a monument of efficiency and achievement. The need is urgent. Will you help?

46th Year.

HOSPITAL SUNDAY 23rd June, 1918.

Please send a Contribution either to your Vicar or Minister, or to the LORD MAYOR, Mansion House, E.C. 4.
Bankers—BANK OF ENGLAND.

THE JOY OF LIVING

FRESH strength to meet the duties of the day: an optimism as boundless as the ocean, that will surmount the difficulties of the times: let these be yours by building up the system and nerve-centres with 'Bynogen,' the new food element.

'BYNOGEN,' the special glycerophosphate nerve-food, contains organic phosphorus with concentrated milk-protein and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

'Bynogen' Trade Mark Brings Health

Sold by all Chemists at 1/9, 3/-, 5/-, & 9/-

ALLEN & HANBURYS Ltd. Lombard Street, London, E.C. 3

B47



MILLIONS OF PEOPLE have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay. Also put up in Powder form.

FLORILINE FOR THE TEETH.

Absolutely BRITISH. Why not give it a trial?

ROBINSON & CLEAVER'S IRISH LINEN

Handkerchiefs, Table - Linen, House - Linen, Shirts, Collars,

AT MAKERS PRICES

Write for samples and Price List, sent post free.

Robinson & Cleaver

LONDON 40D, Donegall Place BELFAST LIVERPOOL

MAZDA BRITISH MADE IN RUGBY ENGLAND

DRAWN WIRE ELECTRIC LAMPS will save you a lot of money, while giving you a lot of light

All Dealers sell them

THE BRITISH BERKEFELD Filter Cylinder FILTER

Imperial House, KINGSWAY, LONDON, W.C.2

Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.

PEDIGREES ENGROSSED AND EMBLAZONED

Seals, Rings, Dies, Book plates (ex-libris) Engraved.

ARMORIAL STAINED GLASS. MEMORIAL TABLETS

Sketches and Designs for all purposes.

Rowland's Odonto

The Best Tooth Powder, as it contains no acid or gritty substances.

WHITENS THE TEETH

Prevents and arrests decay; 2s. 9d. per box. Only a powder can clean or polish ivory. Of Stores, Chemists, and ROWLAND'S, 67, Hatton Garden, London

SIR JOHN BENNETT, LTD.,

£3:0:0 IN STRONG SILVER CASE



ACCURATE RELIABLE

The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for rough wear. Air, damp, and dust tight.

£3:0:0

A large selection of other varieties from £2 to £6

WATCHES, CLOCKS, & JEWELLERY of every description.

ILLUSTRATED CATALOGUE POST FREE.

SIR JOHN BENNETT, LTD., 65, Cheapside & 105, Regent Street, London.

BEWARE OF Umbrellas made on Foreign Frames

THE VITAL POINT in an UMBRELLA is THE FRAMEWORK

INSIST ON HAVING

FOX'S FRAMES for UMBRELLAS & SUNSHADES

ENTIRELY BRITISH MADE.

LOOK FOR THESE MARKS

S. FOX & Co LIMITED

PARAGON

ON THE FRAME.

Purchase BRITISH Goods and Refuse all Substitutes



LLOYD'S EXUESIS IN TUBES, 1s. 6d. & 3s. each

THE ORIGINAL FOR EASY SHAVING.

WITHOUT THE USE OF SOAP, WATER OR BRUSH.

Put a Tube in your Kit Bag

The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK

LONDON SONS

We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory

From all Chemists, Hairdressers, &c.

Wholesale only: R. HOVENDEN and SONS, Ltd., Berners Street, W., and City Road, E.C.

BAILEY'S "CALIBAN" RAM.

Raises water from streams to any height.

Costs nothing to work it.

All kinds of PUMPS in stock for all purposes.

SIR W. H. BAILEY & CO., Ltd., Manchester

HIMROD'S ASTHMA CURE

"It Worked Like a Charm"

writes a clergyman who had suffered from Asthmatic affection for fifty years.

At all chemists 4/3 a tin.

Foster Clark's

The Creamiest Custard

Cream Custard

For cleaning Silver, Electro Plate &c.

Goddard's Plate Powder

Sold everywhere 6d 1/ 2/6 & 4/6.

Dont worry! I'm here

KEATING'S KILLS

BUGS FLEAS MOTHS BEETLES

Tins-1° 3° 6° 1/-

Hindes Guaranteed HAIR TINT (Registered title Zedgerol)

"You simply comb it thro"

THE SAFE WAY



to renew the natural colour of Grey or Faded Hair is to use Hindes Hair Tint. Permanent in effect, natural in shade, washable and undetectable, it is guaranteed by the highest medical authority to be absolutely harmless. (Certificate accompanies each bottle.) In seven natural shades.

2/6 per Flask.

Of all Chemists, Stores, and Hairdressers, or direct from Hindes Ltd., Patentees & Manufacturers of Hindes Hair Wavers, 1, Tabernacle Street, City, London.

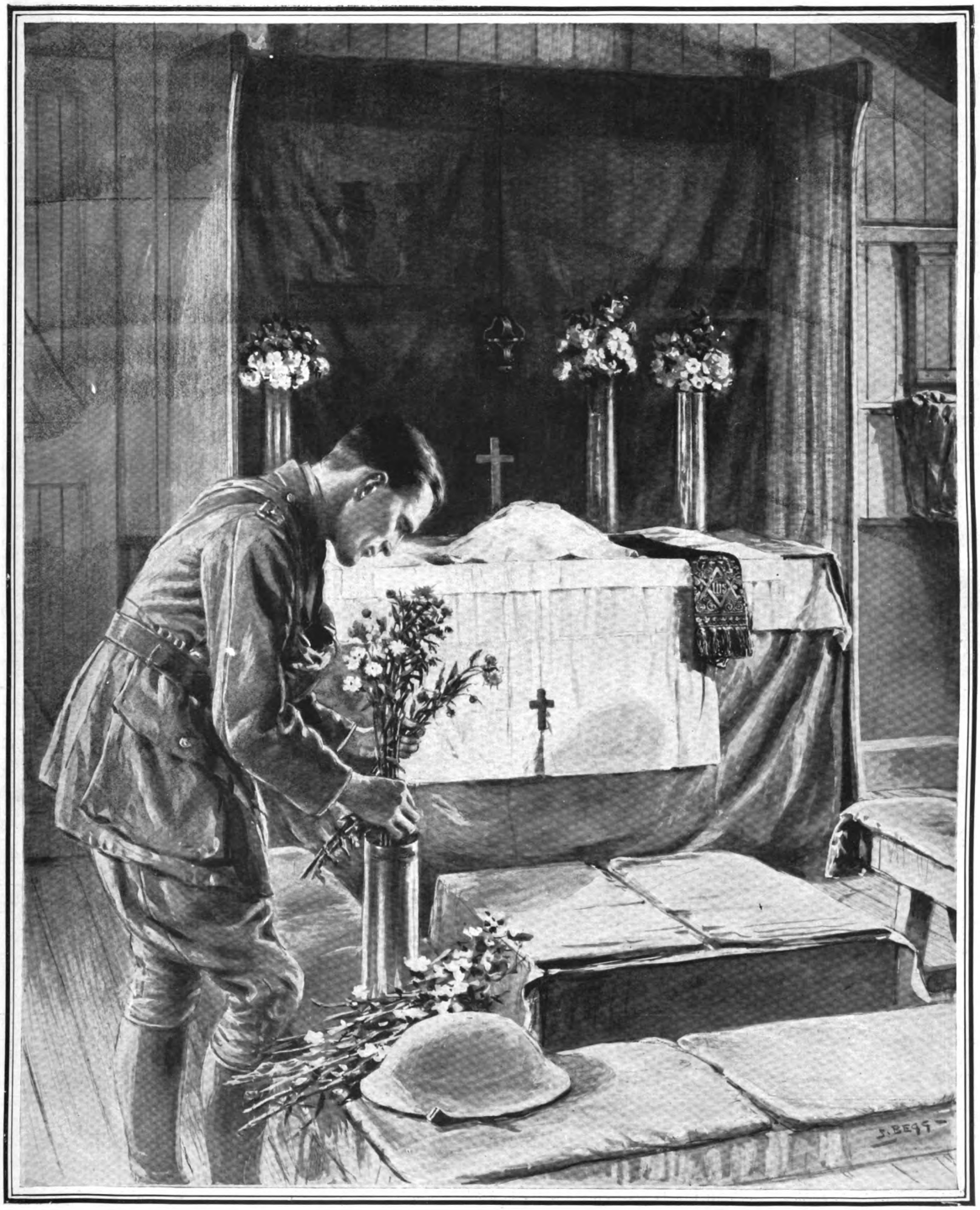
LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2—SATURDAY, JUNE 22, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4132.—VOL. CLII. SATURDAY, JUNE 29, 1918. ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE PADRE: AN ARMY CHAPLAIN DECORATING THE ALTAR OF HIS "CHURCH" ON THE WESTERN FRONT WITH FLOWERS.

The little hut which serves this "padre" as church is only some two hundred yards from the British front line.

DRAWN BY S. BEGG FROM AN OFFICIAL PHOTOGRAPH. COPYRIGHTED IN THE UNITED STATES AND CANADA.

OUR SHARE IN THE MAGNIFICENT ITALIAN VICTOR

DRAWN FROM MA



"ON THE UPLANDS OF ASIAGO THERE CO-OPERATED WITH THE FORCES OF ITA AND GUN POSITIO

The part taken by the British and French troops on the Italian front, in turning the Austrian offensive into an Austrian defeat, received a generous tribute the other day from Signor Orlando, th Italian Premier. "On the uplands of Asiago," he said, "there co-operated with the forces of Italy those of England and France which we have with us, an army of three nationalities whic has fought with such concord, with such brotherly fusion of spirit, plan, and manoeuvre, as could not be surpassed in a national army. There was this difference, perhaps, that the flame o emulation burned still more intensely and incited to rivalry in valour, a wonderful rivalry in which none of the three could surpass the others, so equal was the tenacity of resistance and the fur of assault." The Italian Senate greeted this passage in Signor Orlando's speech with enthusiastic applause. In his message to Mr. Lloyd George in reply to the latter's congratulations on th

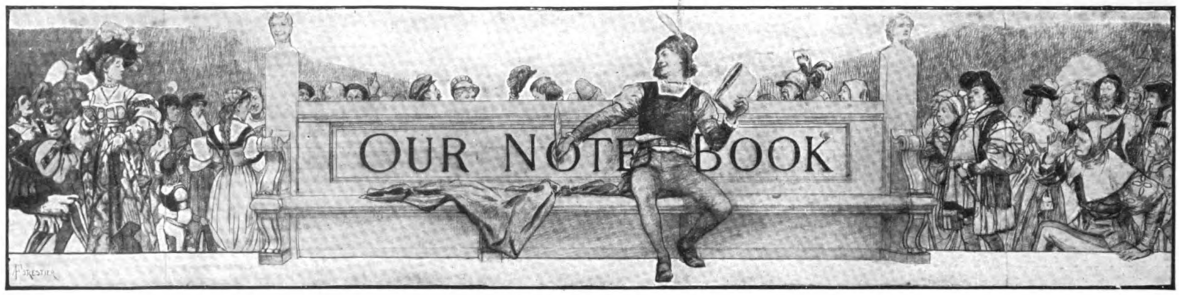
ITISH ARTILLERY COUNTER-PREPARATION NEAR ASIAGO.

ED BY AN EYE-WITNESS.



)SE OF ENGLAND AND FRANCE": A BRITISH BOMBARDMENT OF AUSTRIAN TRENCHES THE ASIAGO FRONT.

an success, he said: "The Italian Army is proud to have beside it at these decisive moments the heroic sons of glorious England." British guns and machine-guns have inflicted heavy casualties he enemy. "To the Austrian loss in killed," writes Mr. G. Ward Price, "No Man's Land in front of the British line speaks with grisly plainness. There are 800 dead on the front of one ur Divisions. They are to be seen lying—fifteen in a single shell-hole." A semi-official Italian announcement of June 25 said: "Defeated in the mountains and on the plains, worn out by the mous losses, exhausted in strength and in war material, deprived of his initial advantages, the enemy has had to retreat. The Italian Army may be proud of having, with the aid of the Allied sions on the Asiago Plateau, beaten all the Austrian Army." British troops on the Asiago plateau carried the offensive into the enemy's lines. [Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

I READ recently a very curious and interesting remark by Mr. Robert Dell, the gentleman who was expelled from France by M. Clemenceau, and who now describes himself as a sort of exile because he is brutally driven back to his native land: "Not until I was forcibly ejected from the country which has been my home for nearly twelve years did I fully realise how deeply rooted my attachment to France had become." This I can well believe, for nobody could have inferred from Mr. Dell's writings, while he was in France, that he ever had any attachment to France at all. He went about the ordinary internationalist work of palliating the policy of the Central Powers, the enemies by whom France was being devoured daily; and such is the frenzied excitability of the average Gaul that he regards such whitewash as more defiling than pitch.



APPOINTED CONTROLLER OF THE ACCOUNTS DEPARTMENT, MINISTRY OF MUNITIONS: SIR GILBERT F. GARNSEY, K.B.E.

Sir Gilbert was included in the recent Order of the British Empire List. He is a partner in the firm of Messrs. Price, Waterhouse, and Co., the well-known chartered accountants. He has been appointed Controller of the Accounts Department, Ministry of Munitions, after having assisted in the Finance Department of the Ministry.—[*Photograph by Copperfield.*]

Mr. Dell's words which especially interest me are these, and I think them well worthy of a little analysis: "The rulers of the Central Empires began long ago to count the cost, as Kings and Governments at war have usually done in the past; on the side of the Allies it has been regarded almost as treasonable to count the cost—hence the difference between the two policies." This remark, as Mr. Dell designs it, is merely a part of the familiar process of Germanising the black and white of this war into a sort of general field-grey. What is singular, and even startling, about Mr. Dell's recent observation is that it is quite true. It is perfectly true that the rulers of the Central Empires began long ago to count the cost. They counted the cost when they went out to take the spoil; they counted it, as they counted every penny of other people's money they proposed to extort, and every yard of other people's land they proposed to steal. To say that they counted the cost is merely another way of saying that they planned the crime.



APPOINTED MILITARY GOVERNOR OF PARIS: GENERAL GUILLAUMAT.

The newly appointed Governor of Paris, General Guillaumat, won promotion to a Divisional Command after the Marne. Next he took a leading part in the fighting at Verdun, being ultimately placed in command of the main army defending the fortress. Thence he was sent last December to succeed General Sarrail at Salonika. The General has now taken charge of the defence of Paris as Military Governor of the capital, *vice* General Dubail, who made his mark as Commander of the First Army under Marshal Joffre, recently appointed to the Grand Chancellery of the Legion of Honour.—[*French Official Photograph.*]

It is perfectly true that the absence of this cold and criminal calculation on the side of the Allies marks the difference between the two policies. But, above all, it is perfectly true that it is regarded among the Allies as almost treasonable to count the cost. The difference between the two policies is due to the same simple fact—that it was the Allies who were attacked, and the Central Powers who attacked them. It always is treasonable—it always is, and must be, intrinsically cowardly and contemptible—to count the cost of fighting, when one is forced in honour to fight.

The reason the Allies cannot count the cost of winning the war is that no human imagination could count the cost of not winning it. There is a calculation that is idler than any caprice. It is meaningless to make a sort of time-table to show how long a man need wrestle before he is flung over a precipice. It is meaningless to take a foot-rule and measure how many thousand feet of precipice he would prefer to fall. A Prussian professor would doubtless work out such calculations in any number of volumes and down to the last decimal; he would call such work "thorough," but it is only thoroughly silly. Failure is annihilation; and annihilation is an absolute. In the international case the first and last fact is quite simply that France saved us, her Allies, from this annihilation and from nothing less. Mr. Dell devotes himself chiefly to arguing that the Austrian Emperor's offer, through Prince Sixte of Bourbon, was not adequately considered by France. I devote myself, for the moment, solely to pointing out that, in any case, it could not conceivably have been considered by England.

I assume, for the sake of argument, that Austria did offer Alsace-Lorraine, which is disputed; I assume even that Germany might have joined in that offer, which is much more disputable. I point out the pretty obvious fact that, if France had accepted that offer, we must have refused it; and that we might well show a little decent gratitude to France for refusing it for us. If France lost great advantages, it was her own advantages that she lost. If she stood out for extreme claims, it was our extreme claims she stood out for. For our claims, far more than hers, must be extreme claims. The French might merely consider themselves insulted by the presence of the Prussian in the lost provinces. It is we who are insulted—or rather, menaced—by the presence of the Prussian in the world. He might withdraw all his soldiers from the conquered soil without withdrawing one of his submarines from the open sea. So long as he threatens us on the sea, and we remain on an island, we are liable to have the torture of starvation sprung on us suddenly, like a turn of the rack. For us, in a quite special sense, the peril is not in the presence of Germany somewhere, but in the power of Germany everywhere. Having discovered what that power is, and how and by whom it is wielded, we must at all costs weaken it as a power, and not divert its efforts from one place to another. If we cannot do it, we are lost—in a sense no more metaphorical than that of a man falling off a precipice. From this fall the French saved us, simply by being faithful to the spirit of the compact and the common cause; and their reward is, apparently, to be abused by certain English people for their piratical arrogance and raging ambition. Surely it passes toleration that any of us should reproach France for not deserting the Alliance. It is too much that anybody should call our Ally a Jingo for not making a separate peace, or accuse him of imperial tyranny because he was innocent of international treason.



THE LEADER OF THE VICTORIOUS ITALIAN ARMIES: GENERAL DIAZ.

General Diaz is Chief of Staff to the King of Italy, and Commander-in-Chief of the Italian armies in the field. He has directed the operations in the recent great battle with brilliant success.

Photograph by Trempus.

SPECIAL NOTICE.

THE Paper Controller has forbidden the "Sale or Return" system hitherto followed by newspapers. It is necessary, therefore, for those who wish to be certain of securing papers to place, with bookstall or newsagent, an order for regular delivery, as there will be no "chance" copies on sale. We would suggest that our readers fill in the form below—

Date .....

To Messrs. .....

Please deliver to me (reserve for me) each week until further notice a copy of **The Illustrated London News.**

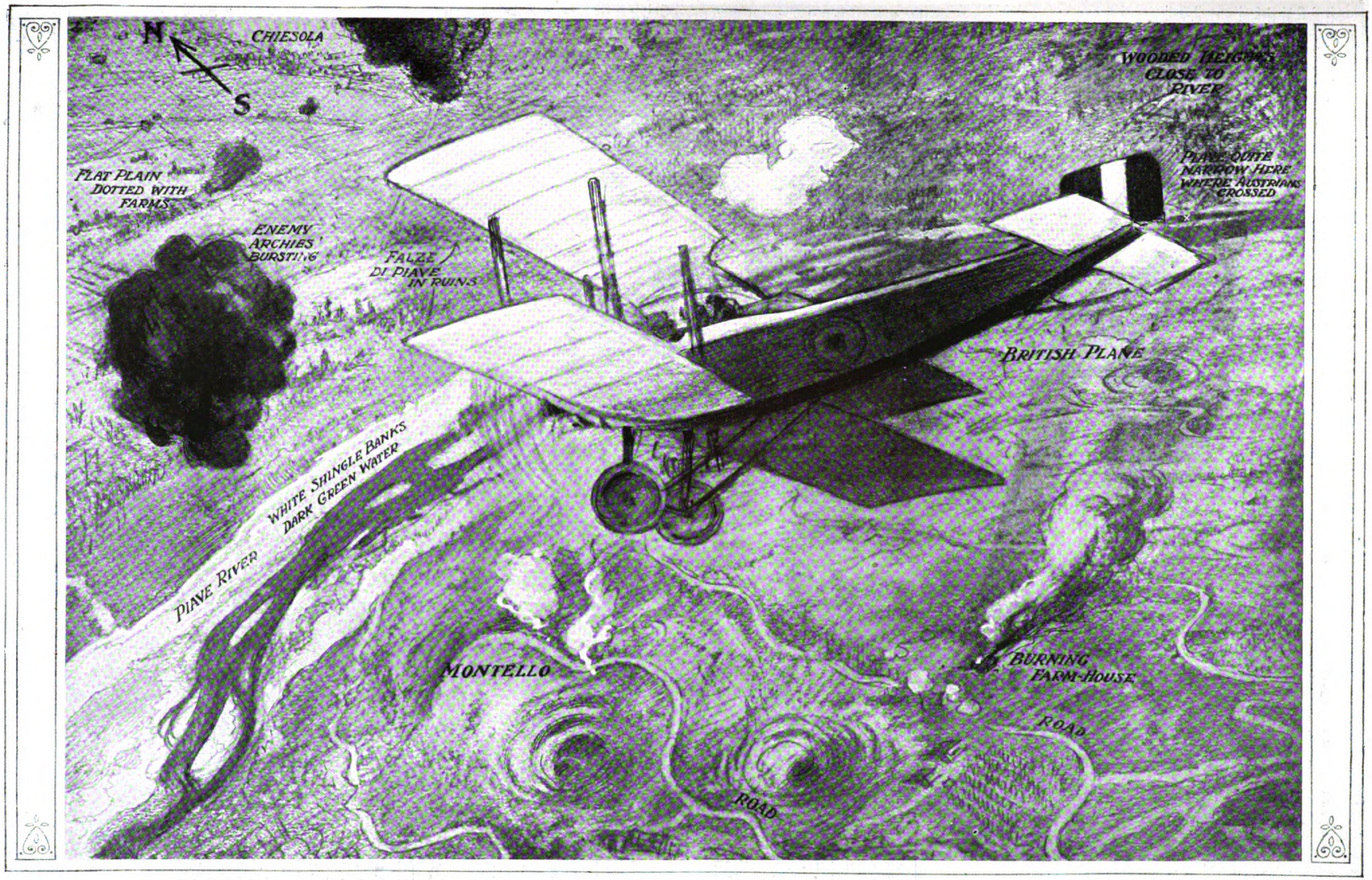
Signed .....

Address .....

.....

A BRITISH AEROPLANE OVER THE RECAPTURED MONTELLO: AN AIR VIEW OF THE PIAVE.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WHERE THE ROYAL AIR FORCE HAS CONTRIBUTED TO ITALY'S GREAT VICTORY: A BRITISH AEROPLANE FLYING OVER THE PIAVE VALLEY.

The British Commander in Italy recently announced that "between June 12 and 21, inclusive, the Royal Air Force have destroyed twenty-three enemy aeroplanes." The Montello heights are crossed by numerous roads, and dotted with white farmhouses. The circular markings on the ground are round craters, possibly of volcanic origin, and are often several hundred feet across, and from eighty to a hundred feet deep, generally planted round with vines. The ground is cultivated mostly with small mulberry, fruit, and vine trees; but there is much close undergrowth and stunted chestnut and oak trees. The latter are reputed to be the offshoots from the roots of the parent trees, which were cut down hundreds of years ago to provide timber for the famous Venetian Fleet. The scene depicted is at the north-east corner, opposite where the Piave is narrowest, and where the Austrians crossed. The temporary bridges would be at the point marked X, opposite the wooded heights which concealed the enemy in their first attack. Nervesa, since recaptured by the Italians, lies on the river bank about three miles away to the right.—*[Drawing Copyrighted in the United States and Canada.]*

POTSDAM'S DISAPPOINTMENT.

(SEE ILLUSTRATION ON PAGE 753.)

By M. H. TEMPLE.

IT is not quite a year ago since the Kaiser told his under-water murderers that if they would remorselessly pursue their campaign of assassination, Great Britain would be beaten to her knees by starvation before this month was reached. With all respect to the Supreme War Lord, it is submitted that the fulfilment of his promise is a little overdue by now. He was going to cut our arteries one by one, and watch us bleed to death; but something—perhaps, something connected with the British Navy—seems to have gone wrong with the works, and Britain is still rather a lively corpse. It may comfort the Kaiser to know that we are rationed; but a comparison between the rations to which we are restricted and those to which his own people are reduced, is not likely to increase his satisfaction.

There are very few things in Germany which are not rationed; while there are very few in England which are; and whereas the German counts himself lucky if, not being one of the favoured of von Wadlow, he gets anything like what he is supposed to be entitled to, our coupons are as good as bank-notes. We are asked not to eat more bread than we really need, and the clubs and restaurants are under restrictions as to the amount they serve; but, with that exception, there are only four forms of foodstuffs that are rationed at all at the moment. Those are meat, bacon, sugar, and butter or margarine. Cheese and jam are a little difficult to obtain just now; but the position with regard to both will probably improve in a short time, and meanwhile we are free to buy what there is, and eat as much of either as we can get.

Prices are high, thanks quite as much to the scarcity of labour as to the efforts of U-boats; but there is no real shortage of food; and, besides cheese and jam, all such essentials as fish, tea, rice, pulse, oatmeal, potatoes, and fresh vegetables are ration-free. Against the high price of food must, in all fairness, be set the high price of labour; and it really comes to this, that only the people with fixed incomes are seriously feeling the Kaiser's pinch. Even of the foods that are rationed we get enough for our health, and more than enough to deprive us of any legitimate excuse for complaint. The man who is allowed a pound of butcher's meat, a pound of bacon, half a pound of sugar, and a quarter of a pound of margarine every week is not starving, whatever else may be the matter with him. That, in addition to the unrationed foods, is the amount to which every man and woman is entitled, even if he or she is employed only on sedentary work or is doing no work whatever. For anybody engaged in hard manual labour, the allowance is a great deal more; and, not to go into wearisome figures, it runs up to five pounds and a quarter of butcher's meat for a marine employed on duty at home.

It is painful to be obliged to add to Germany's Imperial Majesty's disappointment, but the real truth is that, far from doing us any harm as a nation, he has done us a great deal of good. His officers, acting by his orders, have carried out about fifteen thousand cold-blooded murders at sea, for which he and they will be called to account in due course. But the health of the people at large was never so good as it is at present; and for that—in part, at any rate—we have the Kaiser to thank. Perhaps we have, most of all, to thank Lord Rhondda and Mr. Clynes for the care with which the rations have been apportioned; and the Local Food Committees and the general public for the splendid work accomplished in making the rationing machine run as smoothly as the engine of an aeroplane.

THE WAR GAME OF THE JAPANESE.

By E. B. OSBORN.

CHESS has often been praised as a lively and exact image of warfare—for which reason Napoleon and other famous commanders, before and after his time, have cultivated it in leisure moments, and even recommended it as the best pastime for young officers. Perhaps that is why it is taught in German schools.

Certainly this "Game of Kings" brings home to its votaries the validity of two great strategic principles—concentration at the decisive point, and the ruthless sacrifice of man-power in order to achieve a victorious conclusion. These principles are admirably illustrated in the master-chess of Morphy and Blackburne, whose sacrificial splendours are faintly reflected even in the spendthrift wasting of "cannon-fodder" by Hindenburg and Ludendorf, the former of whom, in the days before he was dug up, used to play chess in the intervals of trying his luck at "skat" and drinking a mixture of champagne and brandy. Hindenburg is not a good chess-player: even the German newspapers which assisted at his apotheosis after Tannenberg politely hinted that he knew nothing, and cared less, about the science of the game. Probably he would be classed as a mere "wood-shifter" in places where chess is played intelligently.

The Japanese, however, have an ancient board-game—it came to them from China a thousand years ago—which seems to me a much more exact image of modern warfare than chess. *Go*, as this honourable pastime is called, is the national indoor game of Japan; it is played by people of all ages and both sexes, who will often give a whole day to a single contest. At first sight the European observer cannot understand either the objective of the patient *Go*-players or the source of the pleasure derived. He misses the pomp and circumstance of chess (which is so manifestly an elaborate metaphor of the old chivalrous battles between Occident and Orient), and the subtle plots and counter-plots of draughts—that strange, wooden algebra which so appealed to the scientific side of Edgar Allan Poe's imagination. When the real meaning of *Go* is grasped, however, the merits of the game as an exercise in modern strategy become apparent; and even chess-playing soldiers will admit that no more intriguing form of *Kriegspiel* has ever grown up in the mind of a civilised race.

This Japanese war-game is played on a board divided into eighteen by eighteen squares, which gives 361 intersection points. The men are placed on these points, and either player has 180 of them, small smooth pebbles of elliptical shape being used in Japan. The players play alternately, depositing a man at each turn on a point; and the object of the play is to score either by surrounding parties of the opponent's men or to occupy territory, each man surrounded or square of territory within a cordon counting one in the final computation. In the course of the play the most difficult strategic problems are constantly arising, and it would require a treatise to explain them.

How to bring about miniature Sedans or annex pieces of territory without losing more than you gain—that's the question! It is the territorial idea—unknown in chess—which brings this game nearer to modern warfare than any other. The chief function, no doubt, of a leader is to seek out and destroy or capture the enemy's armies. Nevertheless, as we have been taught since 1914, it may be a great advantage to hold hostile territory. As played in Japan, *Go* is surrounded with curious observances. There is a depression on the obverse of the board in which the severed head of an obtrusive spectator can be deposited. I should like to see this fine old custom introduced into certain chess circles.

"THE BEEF TRIP."

(SEE ILLUSTRATION ON PAGES 750-751.)

By MAJOR W. WHITTALL.

IF you would know in part the answer to that most foolish of all foolish war-questions: "What is the Navy doing?" you should make interest with the powers that be, and persuade them that you should proceed to a certain East Coast port and thence to sea with that convoy which the Navy irreverently calls the "Beef Trip."

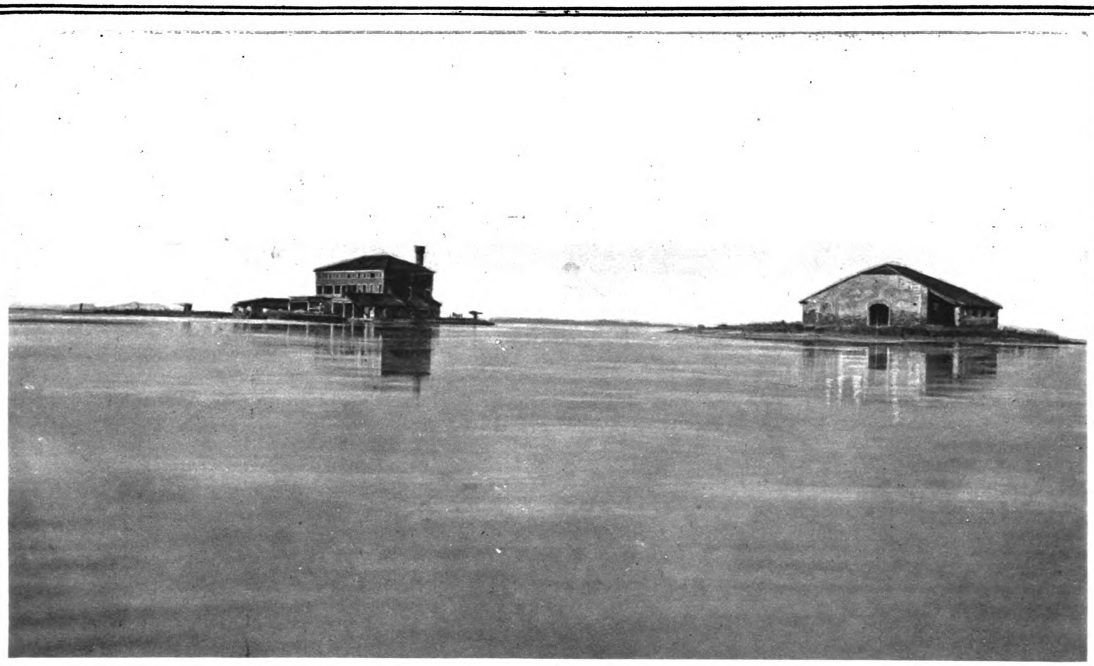
It may be that you will meet with nothing more exciting than attended my own short experience of dancing on the North Sea with a destroyer flotilla which has, for the time being, as its task in life the seeing that a certain proportion of the people of these islands shall be duly fed. On the other hand, there are infinite possibilities of things happening. There is always the certainty that you will skirt nests full of newly laid Hun eggs, and the possibility that for once Fritz may have done his work better than usual. Then you may bump one of his infernal devices, and things may be doing. There is, too, the practical certainty that enemy aircraft will come over to investigate, and, incidentally, endeavour to strafe you with all sorts of unpleasantness from the air. That is not all either, for the North Sea is a hunting-ground of the U-boat—not altogether a happy one, perhaps, but nevertheless there *are* such things to be seen on occasion. And, to end the list of possibilities, the routes that are followed bring the "beef trip" convoy well within the striking range of the enemy's surface craft from the Ems. So that there is room for many crowded hours of excitement.

All these things were elaborated for my information by the "Captain D." of the flotilla to the flagship of which I had, for the time being, been appointed. And so, in the early dawn of a June morning, the flotilla stole out to sea to meet all or any of these little issues of war which make up the daily life of those who go down to the sea in the King's ships that England may live and continue. It was all of absorbing interest. Here at the head of the line are the mine-sweepers, which guarantee a clear and safe channel for the beef-ships. Then a destroyer, and, following on, the stolid ships of the convoy, with the rear of the procession brought up by yet another destroyer, whose mission it is to "ginger up" the laggards. And on either flank of the convoy are more destroyers which dance an apparently mad quadrille on the sea-floor out of sheer exuberance of life. But there is a great method in the madness of these destroyers, which seem to be moving in every direction save that appointed for the convoy, and we begin to realise that so much of method is there that, if a lurking U-boat should take heart of grace and determine to attack, he will have to take his account with at least two of the escort moving in his direction every moment of the trip.

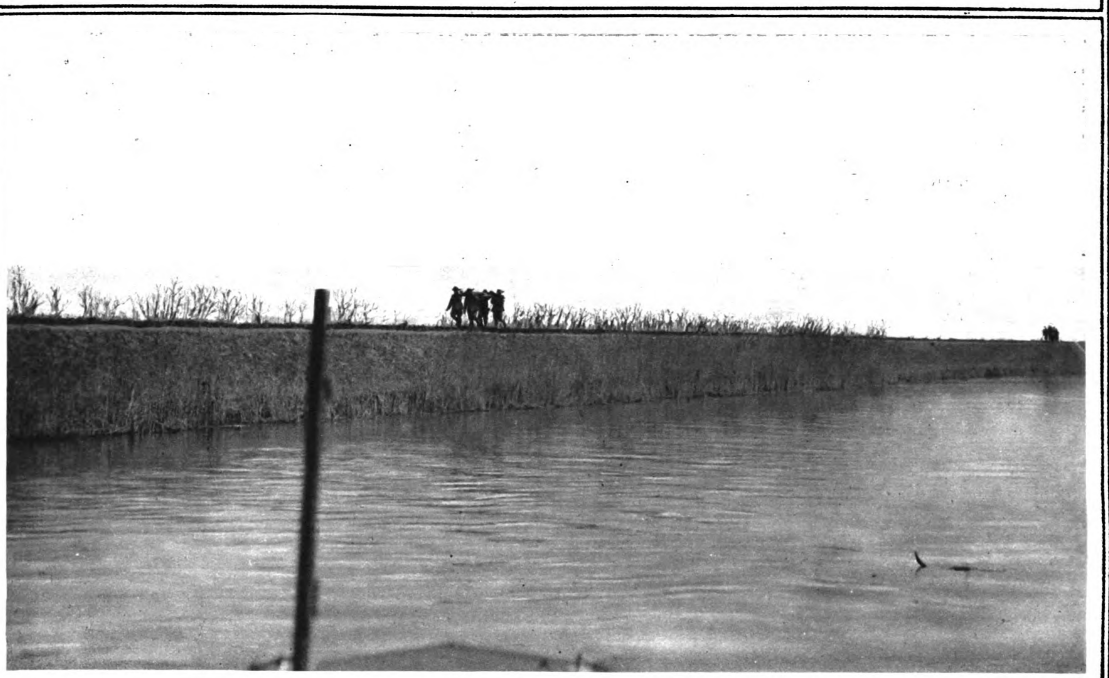
On this day, however, he is either not there or has not the heart to test his luck, for nothing happens, and the dance continues with no more than the sinking of a floating mine or two—these things can be had for the picking up—and we drop the convoy on the edge of the "safe" area on the other side. Then we do set dances "on our own" and the flotilla falls into station—and so back to our East Coast base. Of how we thought we had really found a U-boat, with the aid of an escorting seaplane, but which was only a mine—though it certainly did provide us with five minutes of anticipatory excitement, particularly when one of the destroyers, taking no chances with a possible "Fritz," dropped a depth-charge—and of the strafing of a silly seaplane, which, in defiance of all the rules of the game, flew across the convoy and was gunned for his sins, I have no space to tell. It was all really very uneventful—as it happened—but it was Sea Power the more patent because it was uneventful.

RECROSSED BY DEFEATED AUSTRIANS: THE PIAVE AND ITS FLOODS.

ITALIAN NAVAL OFFICIAL PHOTOGRAPHS.



HOW THE ITALIANS HAVE UTILISED THE RISING OF THE PIAVE: AREAS ON THE RIVER FRONT FLOODED FOR DEFENSIVE PURPOSES.



BRINGING BACK THE WOUNDED DURING AN ENGAGEMENT ON THE PIAVE: STRETCHER-BEARERS WITH THEIR LOADS MOVING ALONG THE TOW-PATH.

On June 25 it was stated that the Italians had driven the Austrians back across the Piave at almost every point, taking thousands of prisoners and much booty, and had recaptured the whole of the Montello. On June 24 General Diaz, the Italian Commander-in-Chief, announced: "From the Montello to the sea the enemy, defeated and pursued by our valiant troops, is recrossing the Piave in disorder." An Austrian report of the previous day, emphasising the difficulties caused by the flood-water, stated: "The heavy rains which have descended in downpours almost daily during the last week in Venetia, and which have placed under water broad stretches of the plain, have multiplied the burdens of the troops and the privations of the warfare. The Piave has become a rushing stream, and its volume of water has many times made it impossible for several hours for there to be communication between both banks. It is only possible with the greatest difficulty to provide . . . supplies of munitions and provisions."

THE WORLD OF FLIGHT

BOMBER VERSUS BOMBER—OPPOSITION ORGANISATION.

By C. G. GREY,
Editor of "The Aeroplane."

IN the early days of the war, although a few enthusiasts, who foresaw what bomb-dropping might become in the future, tried serious experiments by dropping imitation bombs from aeroplanes, the use of aircraft as long-range artillery was not taken seriously by those in high places in any country. The aeroplane was regarded almost altogether as a vehicle whose use was to transport a sailor or a soldier scout in search of the enemy. It was recognised that aeroplanes might meet and fight, so the crews carried rifles or revolvers, or automatic pistols; but there was no regular armament, although, here again, a few enthusiasts had, long before the war, tried fitting machine-guns to "pusher" biplanes. Notable among these were experiments carried out by the late Lieut. Fox, R.E., on one or two R.F.C. machines on Salisbury Plain; by Lieut. Hubbard, R.F.C., S.R., on a Henry Farman at Farnborough; by the late Mr. Harold Barnwell on a Vickers at Brooklands (which ultimately became the famous "Vickers gun 'bus," the first real fighting machine of the war); and by Lieut. Clark-Hall, R.N., on a Short at Eastchurch.

The R.N.A.S. improved on the last-mentioned effort just before the war; for at the great Naval Review, which turned out to be the mobilisation of the Fleet, at Spithead in July 1914, all and sundry, including enemy military and naval attachés, were enabled to see a big Short seaplane mounting a quick-firer (not a machine-gun) firing a two-pound shell. Nevertheless, the arming of aeroplanes was not tackled really seriously till well on in 1916. In fact, it was only at the Battle of the Somme, in August of that year, that properly armed British aeroplanes were used in quantities. It is not surprising, therefore, to find that, when such an obvious necessity as the arming of aeroplanes took so long to develop, the far less obvious uses of bombing-aeroplanes should take still longer to develop. One hopes in a future article to discuss the methods of dropping bombs, and how those methods, and the bombs themselves, have improved during the war; but in this instance one proposes to deal only with the way in which bombing-machines have been used. In this, as in other cases, one must discuss the German way rather than our own, for, clever as the German intelligence department may be, there is always a danger of giving it useful hints if one says too much about our own ways of doing things. Therefore, it must not be thought that the Germans know more about the use of bombing-machines than we do, if one says rather little about our own people.

As in the case of arming aeroplanes, we were early in the field with our bombing operations. The first people to set about organising special bombing squadrons were the R.N.A.S., who began raiding German aerodromes and other military and naval objectives on the Belgian coast in 1916. During the same year, a strong detachment of the R.N.A.S. was sent down to the eastern frontier of France for the sole purpose of bombing German sources of munition-supply, such as mines, ironworks, and factories in Alsace-Lorraine, and along the Rhine.

During the same period of 1916 the Royal Flying Corps was organising special squadrons for bombing purposes, chiefly tactical bombing at night of enemy positions just behind the fighting line. It was not till about Easter of 1917 that the R.F.C. undertook regular long-range bomb-raids of the strategic species. French bombing squadrons had been organised during the same time, and, besides doing tactical bombing, had co-operated actively with the strategic bombing squadrons of the R.N.A.S. in Eastern France.

The Germans first began to take bombing-aeroplanes seriously early in 1917. They had,



"THE SHARK": THE FORE-PART OF THE FUSELAGE OF A GOTHA BROUGHT DOWN AFTER IT HAD ATTACKED PARIS.—[*Photograph by Alfieri.*]

as everyone knows, used Zeppelins largely before that; but it was not till 1917, when they had acquired various British and French aeroplanes by capture, that their bombers became fit to use. As in the case of the R.N.A.S., they fixed on Flanders as their chief area of operations, obviously because it was the nearest point to England, and was within easy reach of Dunkirk, Calais, and Boulogne, which were, as now, places of considerable military importance. Consequently, bombing operations proper have been chiefly studied and developed in that area. Just as Flanders has been the cockpit of Europe for the armies on the ground for centuries past, so it has become the chief educational ground in bombing operations. At first the German aerodromes were situated close to the coast. The nearer the coast they were, the nearer they were to England, and the easier it was for their pilots returning from raids on London or on the ports on either side of the Channel, to find their way home. That was all very well, but they soon learned that this same proximity to the coast made it equally easy for the R.N.A.S. pilots to discover the German aerodromes. The German machines used to go out, and flares used to be lighted to show them the way home, which same flares indicated to any British pilot flying along the coast precisely the whereabouts of the German aerodrome, which was promptly bombed.

The German, who is never slow to learn, thereupon moved his bombing-aerodromes inland, leaving only a few fighting squadrons along the coast. But he learned then that aerodromes situated near big towns and alongside important railways and canals are almost as easily found in the dark as are aerodromes along the coast. Consequently, life at his aerodromes further inland soon became uncomfortable; and if only the supplies of big British bombing-machines had been larger, the German aerodromes in the neighbourhood of Bruges and Brussels could have been made absolutely untenable. Even as it was, some of them were made useless for weeks at a time. Then, apparently, the German struck a fairly obvious idea—namely, that the further an aerodrome is behind the fighting line, the harder it is for hostile bombers to find it. Also, he seems to have hit the brilliant notion, which is equally obvious, that there is no need to have bombing-aerodromes close up to the fighting line. His line of argument seems to have been that a heavily loaded bombing-machine, especially the big night-bombers, must be at a certain height before they can cross the firing-line with comparative safety from fire from the ground.

For instance, if it takes a fully loaded Gotha forty minutes to climb to a safe height, which is about what it ought to take, its aerodrome may just as well be forty miles behind the firing-line; for if it covers the intervening forty miles at sixty miles an hour, it will just reach its safe height at the right time and place. Which means that the Gotha will not waste any time in going out, and that its aerodrome forty miles behind the lines will be a good deal harder for retaliatory raiders to find than if it is only ten or fifteen miles back. True, the Gotha has a longer journey home, and so ought to carry more petrol, which means less bombs; but then it can always land at an aerodrome belonging to a fighting, or reconnaissance, squadron near the lines, and pick up petrol for its last few miles home. That seems to be pretty well how the Germans are beginning to operate in these days, and of course it increases the difficulties which our people find in bombing them out of their temporary homes. Naturally, day-bombing machines, whether for long-range strategic bombing or for short-range tactical bombing, being faster and handier than the big night-bombers, do not need so long a climb before crossing the lines; therefore they can be located a trifle closer to the lines; but, as the Germans do not engage in day bombing to any considerable extent, one cannot judge what their schemes are in this respect. Apparently they use their ordinary reconnaissance-machines, operating from their regular aerodromes, for such work.



IN MESOPOTAMIA: A SQUADRON OF R.A.F. MACHINES READY FOR A RECONNAISSANCE EXPEDITION.
Photograph by C.N.

"ENTIRELY RETAKEN WITH *ÉLAN*" FROM THE AUSTRIANS BY THE ITALIANS: THE MONTELLO.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"FROM THE MONTELLO TO THE SEA THE ENEMY IS RECROSSING THE PIAVE IN DISORDER": A VIEW OF THE MOUNTAINS AS SEEN FROM THE ALLIED LINES DURING THE BATTLE.

The Montello, which has loomed so large in the story of the Italian successes against the Austrian offensive, is a group of mountains flanking the Piave near Nervesa, a town some ten miles north of Treviso, twenty-five north of Venice, and thirty-five miles from the river's mouth. Our drawing shows a view of the mountains as seen from the Allied lines during the battle, which is indicated by the shell-clouds in the air. The River Piave itself shows, as a thin streak of light, in the foreground of the picture, visible just over the roof of a house on the near side of the valley. On June 24, as mentioned elsewhere, the Italian Commander was able to announce that from the Montello to the sea the enemy, defeated and pursued by the Italian troops, were recrossing the Piave in disorder. An Italian semi-official note of the same evening stated: "From the Montello to the sea the battle was renewed this morning. Continued attacks obliged the enemy to retire in disorder, and our troops, pressing him closely, have already thrown him back at almost all points to the left bank of the Piave. The Montello has been entirely retaken with *élan*."—[*Drawing Copyrighted in the United States and Canada.*]

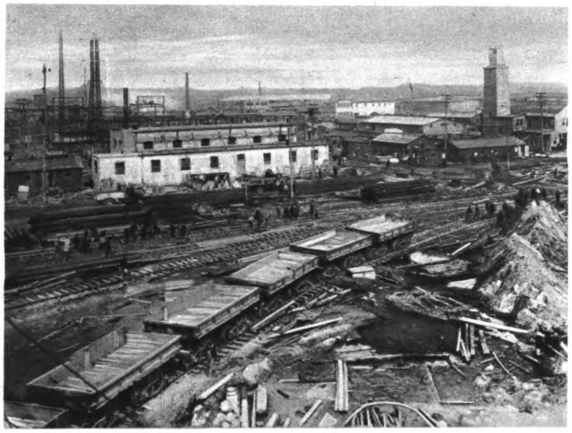
FROM VIRGIN SOIL TO COMPLETE SHIPYARD IN 165 DAYS



AS IT WAS ON SEPTEMBER 20, 1917: VIRGIN LAND AT HOG ISLAND.



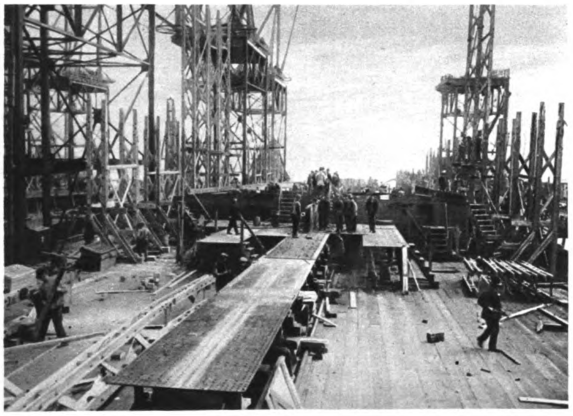
AFTER EIGHT WEEKS' WORK: BUILDING UP THE STOCKS OF TIMBER.



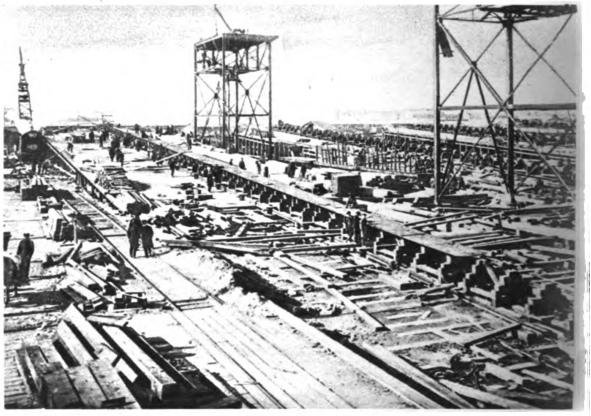
AFTER 24 WEEKS: ELECTRIC SUB-STATION, ENGINEERS' BUILDING, BANK, AND FIRE-STATION.



AFTER 27 WEEKS: A GENERAL VIEW OF THE GREAT SHIPYARD, LOOKING EAST.



AFTER 30 WEEKS: MAKING REAL PROGRESS WITH THE KEEL ON SLIPWAY I.



AFTER 31 WEEKS: THE TWENTY-FIRST SLIPWAY CONSTRUCTED AT THE YARD.

The shipbuilding authorities and the workmen of the United States have set up a remarkable record in shipyard construction. The largest yard in the world is now in active operation at a spot which, only nine months ago, was virgin soil. It is on Hog Island, in the Delaware River, just outside Philadelphia—a deep-water site, and well inland, away from possible enemy attack. The land taken over was 846 acres. Work began on September 20, 1917, and in 165 days (less than 24 weeks) the first keel was laid down. The plan of the yard provides for no fewer than 50 slipways (some of concrete, others of wood) extending for over a mile of river front, and controlled in 10 groups of 5 each, but directed by a central administration. There are also 7 outfitting piers, 1000 ft. long, which extend for another mile. Each pier can berth 4 ships at once for fitting out; so that, while

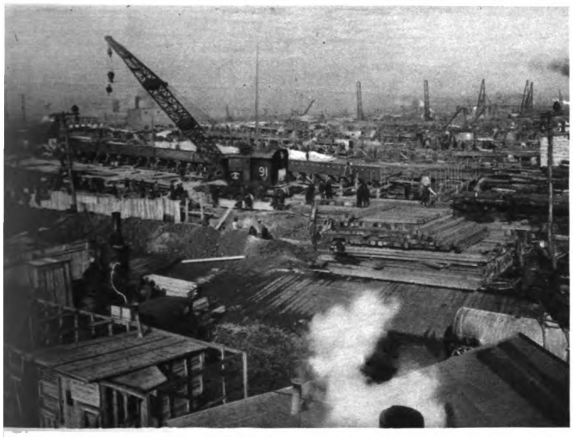
A WONDERFUL AMERICAN RECORD IN SHIPBUILDING WORK.



AFTER TWELVE WEEKS' WORK: PROGRESS ON SLIPWAY, GROUP I.—MANY PILES DRIVEN.



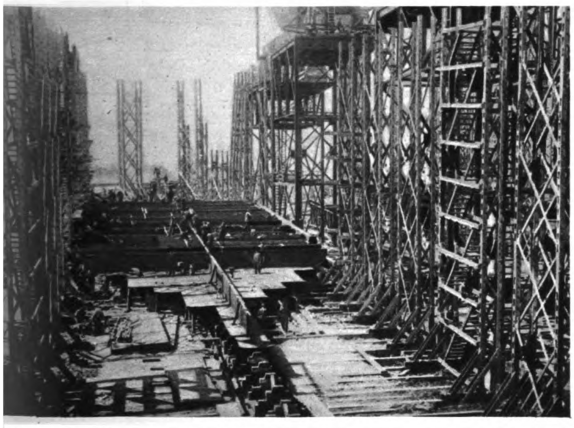
AFTER 23½ WEEKS' WORK: A KEEL LAID ON SLIPWAY NO. I.



AFTER 29 WEEKS: AT WORK ON THE FIRST KEEL, LAID ON SLIPWAY.



AFTER 29½ WEEKS: THE VIEW LOOKING EAST FROM THE CENTRAL FIRE STATION.



AFTER 35 WEEKS: A HULL WELL UNDER CONSTRUCTION ON THE TWENTY-FIRST SLIPWAY.



PROVIDING ACCOMMODATION FOR 6000 MEN: A GENERAL VIEW OF THE BARRACKS.

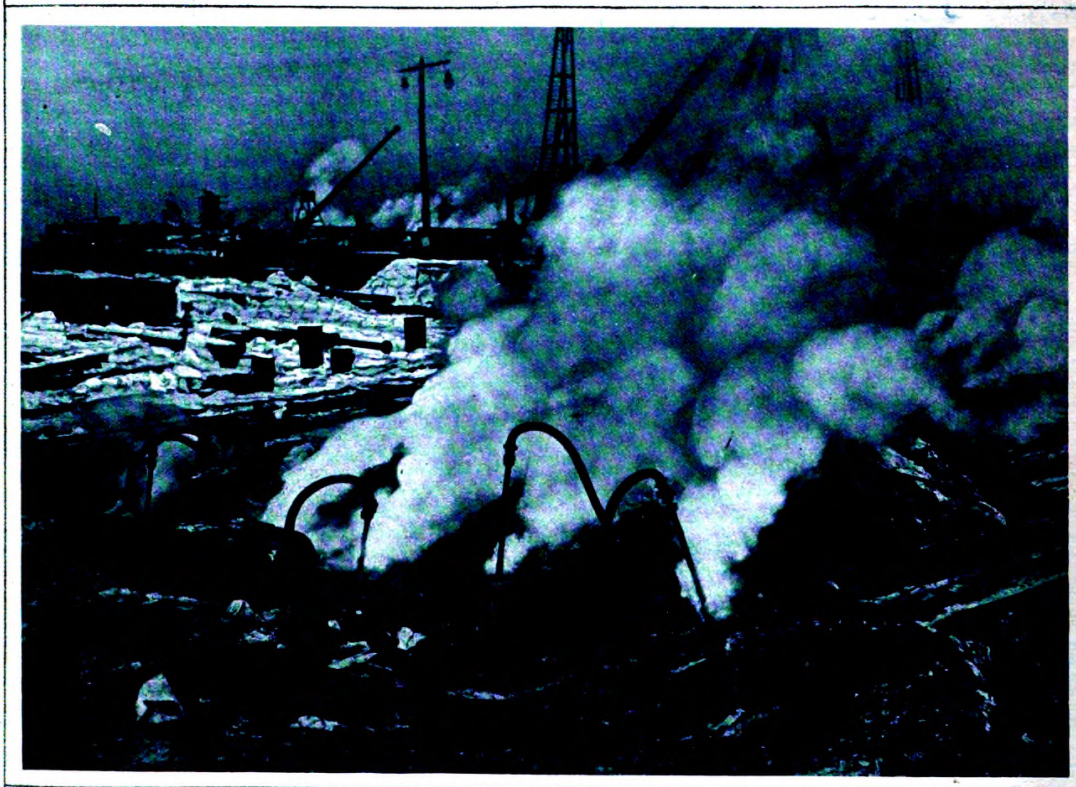
50 ships are building, 28 more can be fitted out—a huge undertaking. The Hog Island Yard is worked entirely on the fabrication system—that is, the various parts of the ships are fabricated elsewhere, at no fewer than 3500 different engineering plants throughout the United States; and the huge mass of material is brought by rail, the average journey taking 20 days. The Yard itself has 75 miles of railway: 300 wagons are received daily and allocated to the classifying yards, and thence to the store-yards or slipways. Various workshops have been built for work that cannot be fabricated. The staff is enormous. Within five months of the commencement 26,000 men were employed, and the works' roll presently grew to 35,000. Barracks were built for 6000 men, the rest coming from the Philadelphia district. There are 39 miles of water-piping laid, a filtration tank sewerage system, and a fire brigade, with 90 men

[Continued overleaf.

AMERICA'S RECORD SHIPYARD: THAWING FROZEN GROUND BY STEAM.



A CLIMATIC BARRIER INSUPERABLE UNTIL OVERCOME BY AMERICAN RESOURCE: HOG ISLAND SHIPYARD UNDER SEVERE FROST.

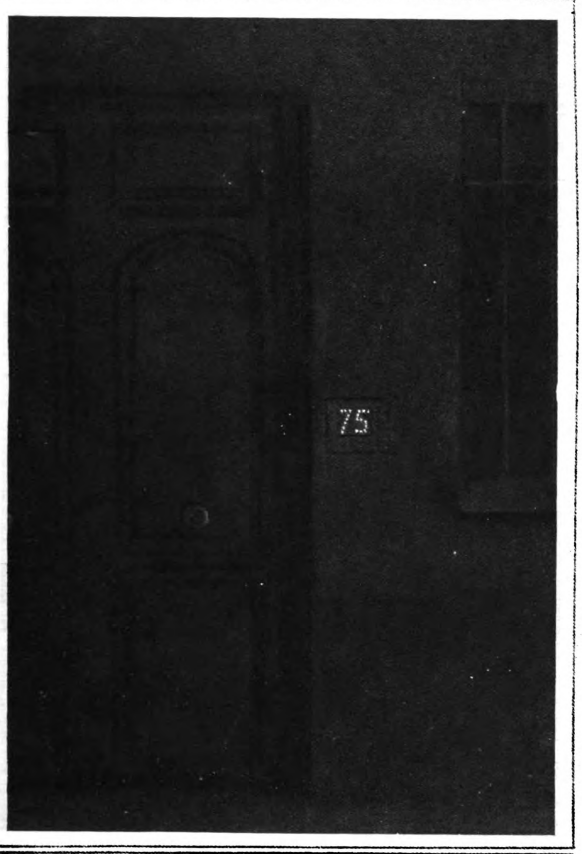


TYPICAL OF AMERICAN ENERGY AND SCIENTIFIC INGENUITY: FROZEN GROUND AT HOG ISLAND SHIPYARD BEING THAWED BY STEAM.

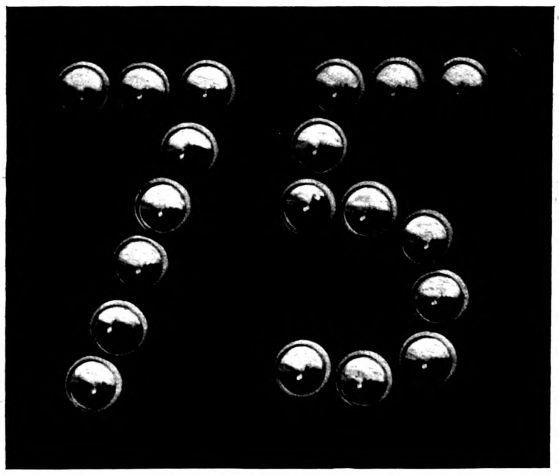
Continued.]

on continuous duty, 260 hydrants, seven miles of hose pipe, and several look-out towers for firemen. In the canteens over 10,000 meals are served daily. One incident, typical of American energy and resource, deserves special mention. Last February the ground was frozen so hard that excavation became impossible, so the engineers laid steam-pipes in the ground, and these, along with a copious use of live steam, enabled work to be resumed and saved many weeks' delay. At Hog Island two types of standard ships are being built—7500-ton cargo-boats, and 8000-ton combined cargo and troop ships. When in full swing, the Yard will be able to launch a new ship every two days.

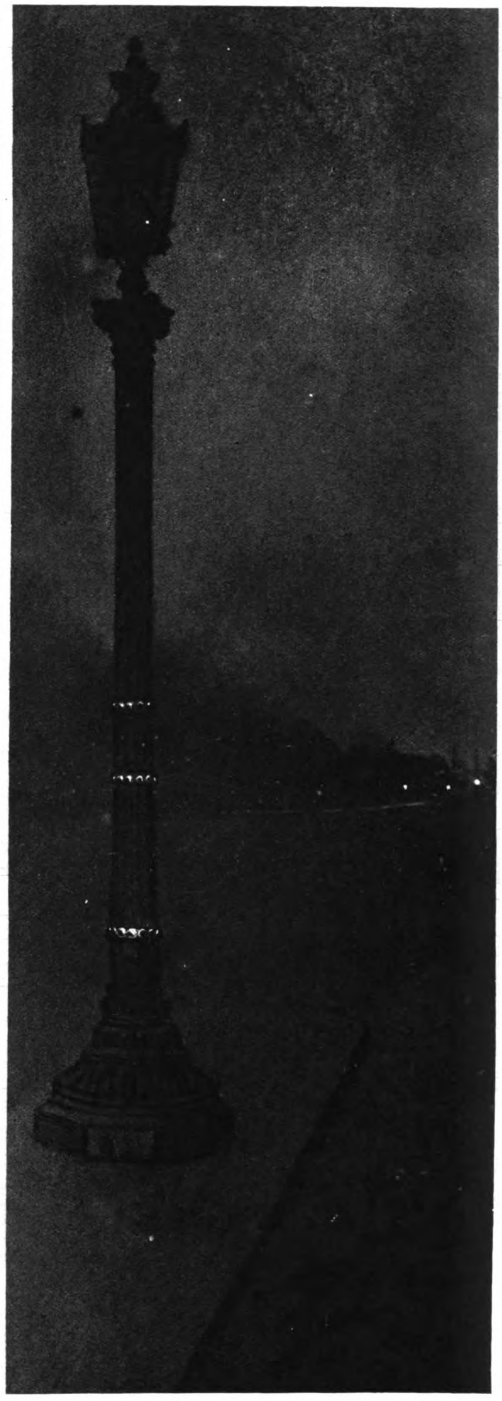
DISCS TO REFLECT STRAY LIGHT: A PARIS STREET EXPERIMENT.



PLACED TO REFLECT GLEAMS FROM THE LIGHTS OF EVERY PASSING VEHICLE: THE STREET-NUMBER OF A HOUSE IN GROUPED DISCS.



LIKE SO MANY MIRRORS, CLOSELY SET AND REFLECTING LIGHT: THE ARRANGEMENT OF DISCS MAKING UP A HOUSE-NUMBER.

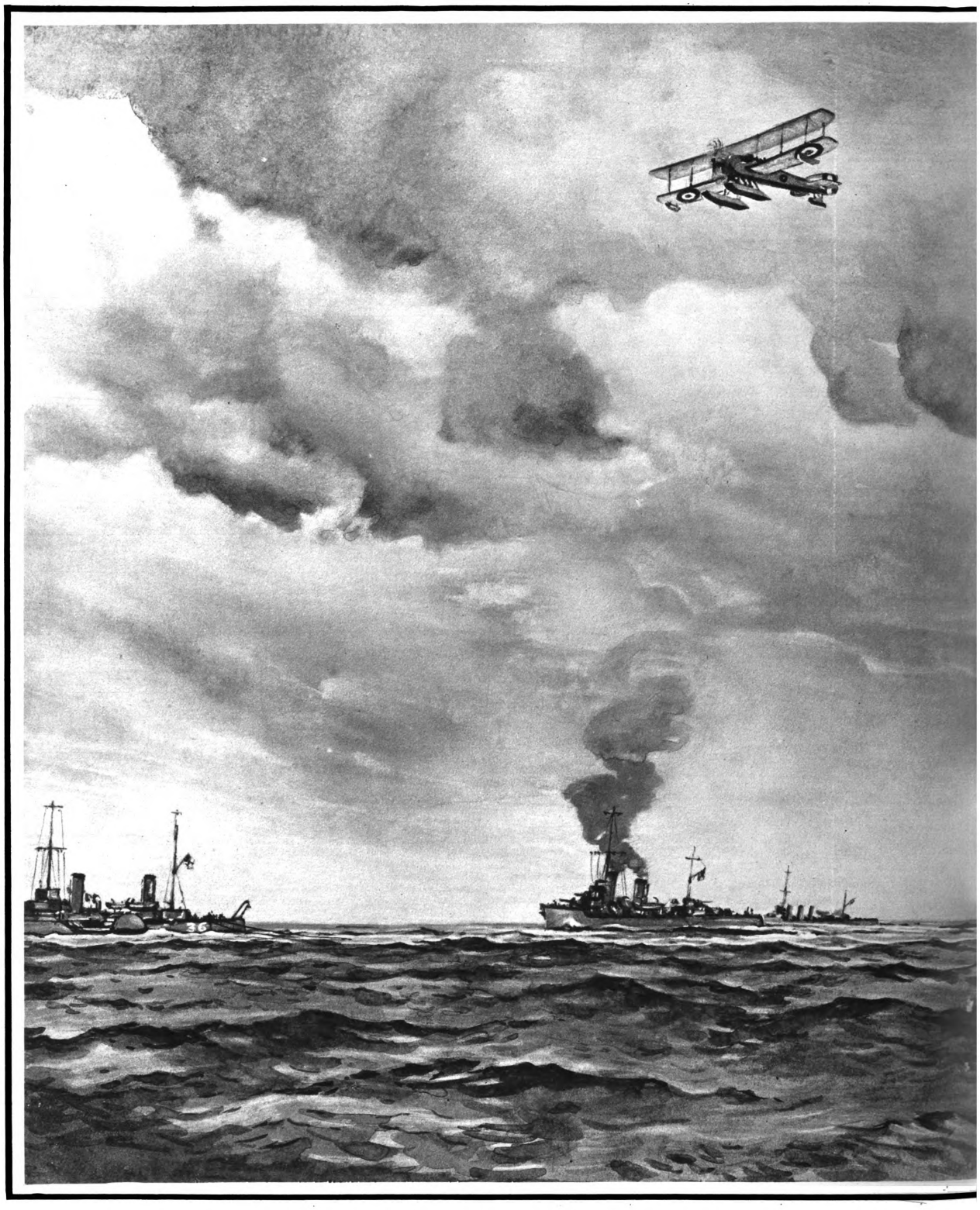


WHERE IN LONDON WHITE-WASHED BELTS ARE DAUBED ROUND: LAMP-POSTS CIRCLED WITH ROWS OF REFLECTING DISCS.

The novel expedient illustrated here is a device being experimented with in Paris for public safety and traffic convenience in darkened streets at night. Its purpose is on all fours with our practice of whitewashing bands on lamp-posts and kerbs. The idea consists in the arrangement of convex, button-shaped glass studs, or discs, silvered over like looking-glasses, and set so as to reflect casual gleams of light, from any direction. Thus the existence for traffic of otherwise invisible obstacles ahead can be, as it were, automatically notified well in advance. The lights of passing vehicles, by glittering on the circlets of glass discs strung with wire round lamp-posts at intervals, for instance, as vehicles approach and pass, show where the posts are. The numbering of private houses in the streets by grouped discs on the door-pillars, or posts, is also being experimentally tried; while also the white batons of the Paris policemen on night traffic regulation duty are being replaced by flat staves studded with the reflecting glass discs.

"THE BEEF TRIP": THE BRITISH NAVY'S WA

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS"



PRECEDED BY MINE-SWEEPERS AND ESCORTED BY DESTROYERS AND SEAPLANES:

It is a truism, but one too often forgotten, that to our splendid Navy (under God) we owe the continuance of our daily bread in this time of war. The Navy guards the merchant ships that bring food to our ports, over the mine-and-submarine-infested seas, and guards them again upon their homeward voyage. Nor are mines and U-boats the only danger. Convoys must pass within striking distance of the enemy's naval bases, and they are always liable to attack by enemy aircraft. Convoy-escotting is familiarly known as "the Beef Trip," whether the cargo be indeed beef or any other commodity. Ahead of the convoy moves a pair of mine-sweepers, with a cable which stretches between them ready to scoop up any mines that may be met. Behind them the convoyed ships, painted in fantastic hues of camouflage, come plugging steadily on, surrounded by a swarm of destroyers,

OF SECURING THE NATION'S FOOD SUPPLY.

SKETCHES BY AN EYE-WITNESS ON BOARD THE CONVOY.



N OUTWARD-BOUND CONVOY UNDER THE PROTECTION OF THE BRITISH NAVY.

buzzing about at odd tangents, like gnats, in apparently erratic zigzags. There is, however, much method in their apparent madness, for thus they have the best chance of spotting and pouncing upon any lurking U-boat. Co-operating with them in the air above are seaplanes, which from their lofty position can detect a submarine beneath the surface. Should they see one, they swoop down over the spot, and immediately destroyers race thither likewise at top-speed. Depth-charges are dropped, and possibly there is one U-boat the less on active service. The ships seen in the drawing, from left to right, are : a minesweeper ; flotilla leader and three escorting destroyers ; two convoyed ships with a destroyer between them in the distance ; the second mine-sweeper ; other convoyed ships and escorting destroyers. In the air are seaplanes.—[*Drawing Copyrighted in the United States and Canada.*]

SCIENCE JOTTINGS



JEERING AT BURGHERS TRESPASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (16TH CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13TH CENTURY).

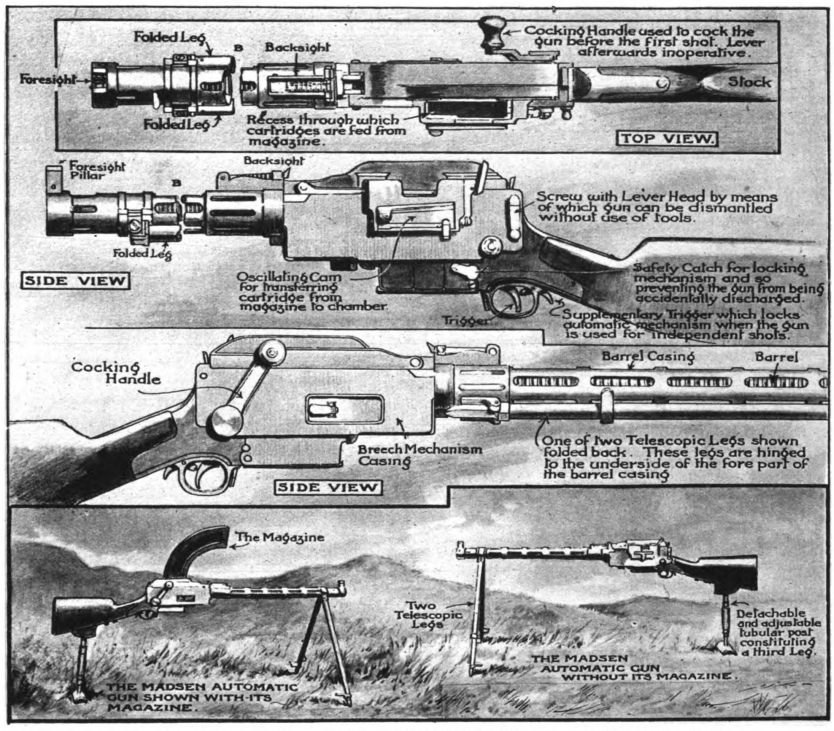
THE CONSERVATION OF WILD LIFE IN WAR-TIME.

IN the matter of the preservation of wild life for its own sake, Canada and the United States lead the world. Their respective Governments long ago established, under their Boards of Agriculture, special departments charged with the investigation of the status of wild creatures of all kinds; and, as a consequence, a vast accumulation of facts has been garnered, enabling a very precise estimate to be made, not only as to the relative abundance of any given species, but also as to its economic value to the State. But, thanks to a far-sighted policy, as much zeal is displayed in protecting birds and beasts which have apparently no more than an æsthetic value, as in the case of such as are of importance from an economic point of view. How vividly the Dominion Government realises the importance of this work is shown by the fact that, in spite of the demands made upon Parliament by the necessities of the war, two measures of vital importance to the conservation of the wild life of Canada have recently been passed—namely, the Migratory Birds Convention Act, and the North-West Game Act.

I have just been reading a long official report upon this subject, issued by the "Commission of Conservation," and I am left wondering how much longer we shall have to wait before we, in this country, realise the folly of our neglect in this regard. When the urgent need for increasing our internal sources of food dawned upon us, the Government was besieged by demands from all sides for a suspension of the Game Laws and the Wild Birds Protection Act. Various reasons, and few of them sane, were urged in support of this clamour. To a large extent, unfortunately, such demands were met; for the Board of Agriculture had no first-hand data enabling it to judge of the merits of the measures demanded.

One lamentable result was the formation of "Sparrow Clubs," which has resulted in the destruction of hosts of insectivorous birds; since further diminished by the severity of the past winter. At no time could we afford such a loss, still less to-day, when, labour being so short, such birds are indispensable. As the Canadian Report puts it: "At the present time, when the production of food crops is not only a national, but a world necessity, the protection of such birds should be regarded as a measure of national defence." Never has the need of taking every means to protect, and encourage, these allies of ours in increased crop production had a greater claim to our consideration. Expressed in terms of wheat, the value of the field crops destroyed annually in Canada by insect pests is sufficient to feed our entire population for a year." Our own wheat crops are no less in need of the services of these birds.

Owls and hawks, in this country held up to execration by those who should know better, in Canada are jealously protected. Immense quantities of grain, and other food supplies, are destroyed by rats, mice, and a small rodent known as the gopher. These are at least kept in check by the protective measures adopted in the Dominion. In Australia, as with us, hawks are shot at sight. As a consequence, the mouse-plague in Australia has assumed alarming proportions. Owing to lack of ocean transport, vast quantities of grain destined for export have accumulated in New South Wales and Victoria. On this mice have descended in myriads, so that in the course of a few months immense stacks of grain have been reduced to heaps of débris. To cope with this grave menace the Wheat Board in New South Wales organised a campaign of destruction. In one place the catch for two nights amounted to *seven tons* of mice! The world at large has had to pay dearly for this unlicensed destruction of hawks and owls. Yet the gamekeeper here at home is allowed to destroy these natural enemies of rats and mice without let or hindrance. Now that some are beginning to question the wisdom of this, he poses as the natural guardian of our interests, for, he assures us, in killing birds of prey, he is protecting "insectivorous birds." He really knows that he is talking rubbish, but he wants to maintain his privilege of killing hawks and owls on the quite mistaken notion that game preservation is otherwise impossible. The Board of Agriculture can only counter his assertions by quotations from Yarrell, and other obsolete authorities, because they have no internal sources of information. In the interests of us all, it is time that this was remedied. As matters stand, to save a few hundred pounds a year in the support of a scientific staff charged with the work so admirably done in Canada and the United States, we lose millions. This is scarcely economy, to put the matter on no higher basis.



RECENTLY TESTED OFFICIALLY: THE MUCH-DISCUSSED MADSEN GUN, SHOWN IN DIAGRAM.

Describing the official trials of the Madsen gun and others, held on June 14, Mr. Macpherson, Under-Secretary for War, said: "Each member of the Committee had separately and independently come to the same conclusion, and had placed the five guns submitted to their judgment in the following order of merit: (1) Lewis gun; (2) Light Hotchkiss gun; (3) Madsen gun; (4) Heavy Hotchkiss gun; (5) Berthier gun. . . . The Committee do not feel justified in recommending a change of light machine-gun armament for our Army at present. It is satisfactory, therefore, to know that our men have had the best weapon available at their disposal."

Specially drawn for "The Illustrated London News" by W. B. Robinson, by Courtesy of the "Engineer."

In Canada and the United States, the "Conservation of Wild Life" is further directed towards increasing the stock of wild birds esteemed by the sportsman, or as food, as well as of fur-bearing animals, which, in Canada, are a great source of the nation's wealth. It is the business of the Government to prevent the exploitation of such animals by private enterprise. Our whale-fisheries are, from this cause, threatened with extinction, yet no steps are taken to avert this disaster. We shall be wise when it is too late. We might, even in this time of stress, follow the lead of Canada, and devote a little thought to these matters, for they brook no delay.

W. P. PYCRAFT.

A CORNUCOPIA AS COMPARED WITH GERMANY: OUR LIBERAL RATIONS.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



WAR AND PLENTY: A DIAGRAM SHOWING THE AMPLE WEEKLY RATIONS FOR VARIOUS CLASSES OF THE POPULATION.

How completely the U-boats have failed to starve us is illustrated by the above diagrams, showing the liberal allowances of food allotted to various classes. Rations for the Army at home are similar to those for the Navy ashore, except in a few items, with an allowance besides of "6½d. per man per diem for the purchase of food." Such allowances are also made to the W.A.A.C. (6½d.) and the W.R.N.S. (7d.). Prisoners of war when engaged on work receive, as additional rations per week, bread, 28 oz.; oatmeal or rice, 7 oz.; maize meal, 3½ oz.; cheese, 7 oz. Interned aliens employed on work have extra rations of bread, 14 oz.; biscuits, 21 oz.; and cheese, 7 oz. The amount of meat and bacon for officer-prisoners of war has been reduced, and the figures are not yet available.—*[Drawing Copyrighted in the United States and Canada.]*

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SWAINE, HINSON, LAFAYETTE, ELLIOTT AND FRY, CLARKE, CORBETT, LUCAS, BASSANO CHERRY, AND BOWLEY.



2ND LIEUT. C. A. BOLTER,
Machine Gun Corps. Elder son of Mr. and Mrs. A. E. Bolter, of Ealing, W., Killed in action.

LIEUT. F. P. AYLES,
Grenadier Guards and Royal Air Force. Has been officially reported as having been killed on active service.

LIEUT. JOSEPH WILLIAM KAVANAGH,
Royal Air Force. Killed while flying. Son of parents living in South Africa. Buried at Ramsgate, with military honours.

LIEUT. K. C. WEBB-WARE,
R.G.A. Elder son of the late Mr. C. Webb-Ware and Mrs. C. Webb-Ware, of Toorak, Melbourne, Australia.

LT.-COL. KENNETH H. L. ARNOTT, D. S.O., M.C.,
E. Lancs Regt. Son of Col. N. Arnott, late R.E., of Barkston Gardens, S.W. Mentioned three times in despatches.

LIEUT. FRANCIS L. MOND,
R.F.A. and R.A.F. Son of Mr. and Mrs. Emile Mond, Hyde Park Square, and nephew of Sir Alfred Mond, First Commissioner of Works.

MAJOR T. McG. ALLISON,
Gloucester Regt. Only son of Mr. and Mrs. Peter S. Allison, of Westbury-on-Trym, Bristol. Mentioned in despatches. Served in the Boer War.

MAJOR JOHN EDOUARD M. BROMLEY, D.S.O.,
R.F.A. Elder son of Mr. John Bromley, Manchester Street, W. Was a Native Commissioner of Northern Rhodesia.

LIEUT.-COL. BEZLEY HOUGHTON THORNE,
N. Staffs Regt. Eldest son of the late Dr. Bezley Thorne, M.D., of Harley Street, W. Fought in S. African War; King's and Queen's medals.

CAPTAIN J. DE C. PAYNTER, D.S.C.
Royal Air Force,
Officially reported as having died of wounds. He had many enemy machines to his credit, and was twice previously wounded in aerial combat.

LIEUT. G. B. BURRIDGE, M.C.,
Royal Field Artillery. Was awarded the Military Cross for conspicuous courage and valuable work done while on active service.

LIEUT.-COL. BERTRAND D. GIBSON, D.S.O.,
Northumberland Fusiliers. Only son of Col. W. Gibson, V.D., of Hexham, Northumberland. Mentioned three times in despatches.

CAPT. REGINALD STAFFORD SAUMAREZ, M.C.,
Staff Captain, London Regt. Only surviving son of the Hon. Arthur and Mrs. Saumarez, and grandson of the first Baron Magheramorne.

LIEUT. W. WEBB MOORE,
R.E. Son of Mr. C. W. Moore, Willesden. Was decorated with the Belgian Order of Chevalier de la Couronne, and the French Croix de Guerre

2ND LIEUT. DOUGLAS C. EARLE MARSH,
Dragoon Guards. Only son of Mr. C. O. Earle Marsh, D.L., J.P., of Rockdale, Newport, Monmouthshire.

LIEUT. CHARLES REAY COFFEY,
Royal Air Force. Eldest son of Mrs. Reay Coffey. He has been officially reported as having been killed while carrying out his duties on active service.

2ND LIEUT. H. S. GRIFFEN,
Royal Berkshire Regiment. Fourth son of Councillor and Mrs. Griffen, of Newbury. Died of wounds.

LIEUT. C. M. DOBELL,
Royal Welsh Fusiliers. Eldest son of Mr. W. M. Dobell, of Quebec, Canada. Has been officially reported as having died of wounds.



Nutrition Notes.

How to make the most of milk.



MILK is probably the finest natural food we have, but for healthy, growing children it is more enjoyable, more nutritious and more satisfying when made into Bird's Custard.

Milk when used to make Bird's Custard, is transformed from a thin beverage into a creamy, nutritious dish. It is full of goodness for growing children and for hard-working adults, because the Bird's Custard adds a rich store of energy-producing carbo-hydrates.

The testimony of a distinguished scientist is that— **"the enrichment of milk by Bird's Custard raises the calorific and nutritive value from 400 to 500, which is a very high achievement."**

This proves that Bird's Custard is much more than a delicious dish. As it is among the most valuable of foods, serve it often and bountifully in these days of rations. *It does everybody good.*

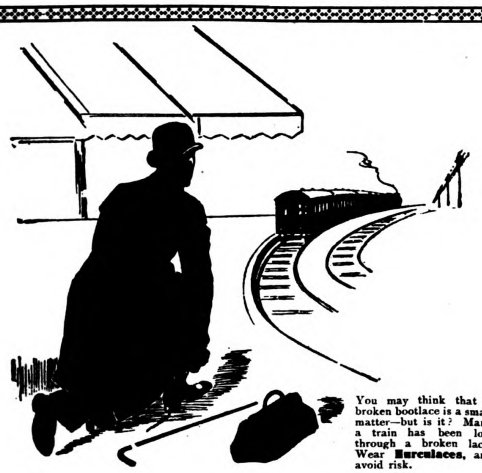
To help out the sugar ration, cook fruit and puddings without sugar.

Serve with Bird's Custard, which if made with two good tablespoonsful of sugar, is sufficient sweetening.

Bird's Nutritious Custard

used as a simple sauce, makes plain war-time puddings into real treats.

c2988



You may think that a broken bootlace is a small matter—but is it? Many a train has been lost through a broken lace. Wear **Hurculaces**, and avoid risk.

Hurculaces
GUARANTEED BRITISH MAKE

Hurculaces are the ideal laces for boots or shoes.

HURCULACES are well worth waiting for, so if your draper or bootmaker is out of stock, ask him to get them for you. They are British-made from strong, well-dyed, closely woven threads, which give the maximum of wear. HURCULACES always look smart and neat, and they are very firmly tagged.

Stocked by all Drapers, Bootmakers, and Outfitters.
Manufacturers: Faire Bros & Co., Ltd., Leicester.

Officers' Kit

FOR FRANCE.

OFFICERS just taking up their Commissions from Cadet Battalions will find the following list of great service. The articles included are those recommended by the Army Council as being absolutely necessary. They are additional to kit already issued to the Officer Cadets, and to articles such as Revolvers, etc., which are obtainable from Ordnance.

	£	s.	d.
1 Service Cap	0	14	6
1 Whipcord Service Jacket ..	4	15	0
1 pair ,, ,, Slacks ..	2	5	0
1 pair Bedford Cord Breeches	2	10	0
1 British Warm	5	15	0
1 Trench Coat	3	10	0
1 pair Marching Boots ..	2	5	0
1 Wolseley Valise with Name and Regiment painted on	3	11	9
1 Sleeping Bag (Kapok) ..	1	15	0
1 Haversack with Sling and Swivels	0	17	6
1 Aluminium Water Bottle ..	0	13	6
1 Lanyard and Whistle ..	0	2	6
1 Service Hussif	0	2	6
1 Hold-all	0	6	6
1 (Combination) Knife, Fork and Spoon	0	6	6
1 Enamel Cup	0	1	0
1 Field Service Pocket Book..	0	1	0
1 Map Case	0	16	6
1 Bucket	0	4	6
	£30	13	3

TERMS—NET CASH.

Military Catalogue Post Free on request.

GAMAGES

The Headquarters of Military Outfitting.

HOLBORN, LONDON, E.C.1



WOUNDED OFFICERS

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

NELSON'S HISTORY OF THE WAR.

THE war is nearly four years old, but it has not brought forward the historian of its own world-shaking events to challenge comparison with Colonel John Buchan. His nineteenth volume (Nelson) is as fresh in treatment as ever, and the story of the campaign is as clearly seen and vigorously set out as in any of its predecessors. Undoubtedly he has had advantages. Association with the Intelligence side of the War Office gives him access to much information and the privilege of printing all that may be published at the present time. He has the intellectual grasp of the historian and a mastery of words. The book that can command these opportunities and gifts must needs be worth reading; and Colonel Buchan has yet another advantage—he is never diffuse.

In the volume under discussion he deals with the German retreat in the West and the battle of Arras. He tells us how our soldiers were assembled underground. The labyrinth of ancient sewers beneath the town and the quarries that had stood aforetime on its site were explored, enlarged, lighted by electricity, and they kept thousands of Allied soldiers in security pending the attack that broke out in sudden fury on Easter Monday of last year.

The story of the second battle of the Aisne—in which General Nivelle's high hopes were dashed—is set out with a wealth of detail and understanding; and then there comes a rapid survey of affairs in Mesopotamia, Syria, and the Balkans. Of Constantine, ex-King of Greece, Colonel Buchan writes: "He had amply earned his punishment, and bore with him the memory of no single honest and courageous action—only loose-lipped speeches and shabby intrigues." The Italian campaign from the fall of Gorizia to the summer of last year is surveyed rapidly; and the tragedy of the treachery that brought so much trouble to Italy seems the more poignant as we consider the high achievement that preluded it. Strange that Germany's triumphs, whether at Tannenberg, in Rumania, on the Alps, or elsewhere, have been aided so largely by treachery! A finely written chapter on the tragedy of Russia's last offensive brings the book to the four appendices made up of dispatches from Sir Douglas Haig, Sir A. Murray, and General Milne.



U.S. ARMY NURSES UNDER GAS-MASK INSTRUCTION: ENTERING A GAS-FILLED CHAMBER DURING TRAINING AT CAMP KEARNEY, CALIFORNIA.
Copyright by Committee of Public Information, Washington.

pays a tribute to the enemy for the skilled fashion in which they carried out their retirement; and in connection with the battle of Arras—in future it will be known, we suppose, as the first battle of that name—he

The uncertainty of the British climate, with the rapid alternations of sun and shower, which we are experiencing so frequently this summer, lends particular value to the famous "Cravenette" Showerproofs, which are so useful and health-preserving for both men and women, whether on active service or busily pursuing one or other forms of war-work. "Cravenette" is fully described, and its many uses shown, in a booklet, "'Cravenette' for Home and Active Service," which will be sent on application to the "Cravenette" Company, Ltd. (Dept. 25), Well Street, Bradford, and will prove how the "Cravenette" coat is effective either for men, women, or children. Not only are weatherproof, "Cravenetted" cloths in the latest weaves always smart as well as practical—a consideration properly valued by both sexes—but "Cravenette" coats are porous and, therefore, perfectly healthy to wear, whether for travelling, walking, golfing, fishing, or any outdoor sports, and "Cravenetted" costumes are as stylish as they are protective. "Cravenetted" materials, it may be added, are specially dyed to regulation shades to meet the requirements of the War Office, Territorial Associations and Volunteer Defence Corps, and are much in favour with nurses.



U.S. ARMY NURSES UNDER GAS-MASK INSTRUCTION: COMING OUT OF A GAS-FILLED CHAMBER DURING TRAINING.
Copyright by Committee of Public Information, Washington.

It is pleasant to find that the amenities of life are not wholly to seek in the great and anxious world of politics. Even in the flood of weighty tasks which the Prime Minister has to face, Mr. Lloyd George has made time to write a letter to Lord Rhondda which is a heartening tribute to the courage, ability, judgment, and untiring effort with which Lord Rhondda has conquered one of the most difficult home problems of the war.



Manfield



Consult at the nearest branch for your footwear needs...

LONDON:
220 & 229 PICCADILLY, W.1
125 NEW BOND STREET, W.1
16 COVENTRY STREET, W.1
376 & 377 STRAND, W.C.2
207 HIGH HOLBORN, W.C.1
59 & 60 St. PAUL'S CHURCHYD, E.C.4
2 LUDGATE HILL, E.C.4
67 & 68 CHEAPSIDE, E.C.2
24 & 25 POULTRY, E.C.2
94 GRACECHURCH ST., E.C.3
32, 33 & 34 HIGH ST., SHOREDITCH, E.1
18 & 19 BROAD St. PLACE, E.C.2

and other London addresses.
Also at LIVERPOOL, MANCHESTER, BIRMINGHAM, NEWCASTLE, DUBLIN, BELFAST, &c., &c.
Factory: Northampton.

Manfield & SONS

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA

MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Lea & Perrins

Delicious CHUTNEY,

made with JAM (plum for preference) and LEA & PERRINS' SAUCE, makes a SMALL meat ration go a long way.

Watchmakers. Established 1851.

SMITH'S ALLIES WATCH

LUMINOUS



FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.
With Hinged Case, £3 3 0
Please write for Special List of Accessories for the Front.

S. SMITH & SON LTD ESTABLISHED
HOLDERS OF 6 ROYAL WARRANTS.
WATCH MAKERS TO THE ADMIRALTY.
6, GRAND HOTEL BLDGS TRAFALGAR SQ. W.C.
& 68, PICCADILLY, W.



Fine Brilliant and Sapphire Twin Ring, £12 12 0

A fine Assortment of Rings & Jewellery always in stock.



Fine Brilliant Ring, Open Circle Setting, £10 10 0

ALARM
The Alarm will arouse the Heaviest Sleeper.

WATCH
Sterling Silver 'ALARM' Watch white dial, £6 5 0
With Oxydised or Nickel cases, white dial, £6 5 0
With black dial 5/- each extra



MEDICAL WRIST WATCH.

Luminous Figures and Hands. Screw in Dust and Damp-proof Case.



Invaluable for Hospital Work.

Registers 1-5th of Seconds.

Sterling Silver, £5 15 0

Luminous Alarm Watch. Perfect Timekeeper.
The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

S. SMITH & SON, LTD., Est. 1851.
6, GRAND HOTEL BLDGS, TRAFALGAR SQ., W.C.
& 68, PICCADILLY, W.

Bell's THREE NUNS TOBACCO

There is much in common between a draught of old English ale and a pipe of this delectable smoking mixture; each in its kind possesses flavour and aroma, with an individuality, belonging only to the best. But there is just one difference: you cannot get old ale to-day for love or money—"Three Nuns", you can! . . .

"King's Head" is similar but stronger

BOTH ARE OBTAINABLE EVERYWHERE

PER 11½d OZ

"THREE NUNS" CIGARETTES

MEDIUM

5½d for 10—11d for 20

Cardboard Boxes of 50 2/2½ — 100 4/3 508



NEW NOVELS.

"The Humphries Touch."

"The Humphries Touch" (Collins) is an amusing extravaganza, which might be suspected of being satire if it were less light-hearted and frolicsome. A schoolboy with the spirit and genius of a great financier could easily have had the tragic experiences of Mr. Bultitude in his first term at school; and for a moment we read of George Andrew's arrival at Warrenders with considerable apprehensions—for "Vice Versa" was, to the right-minded and discerning, a sad and depressing affair, with very little brightness to relieve the gloom. George Andrew, however, was not a genius for nothing; and although he went through the humiliation of bending over a chair (with all that that implies in a master's study), and although the school secret societies, known as the Bats and Owls, showed their resentment of his existence in time-honoured ways, he had, on the whole, distinctly the best of every encounter that befell him. In the end, it was sentiment that caused his great scheme for the regeneration of Warrenders to fall to the ground; but as the same sentiment gives Mr. Frederick Watson his finest opportunity for tearing to-rags the "pi" romance of schoolboy life, the readers of "The Humphries Touch" will not regret George Andrew's dramatic failure. We wish we could quote Mr. Sheringham's book—

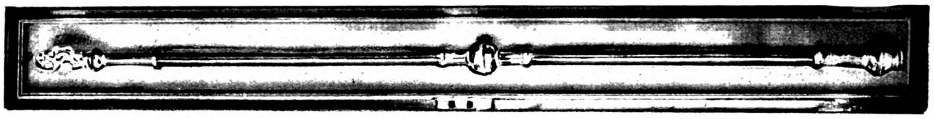


SIDE VIEW OF THE HEAD OF THE BLACK ROD.

Chapter XX., the episode of Geoffrey, the fast boy, surrounded by little Tom Virtue (the hero), the Headmaster . . . the Matron, the Matron's cat, Geoffrey's canary, Dick, and so on, is in the true vein of caricature.

"My Love 's but a Lassie."

Katherine Tynan has not attempted to disguise the artlessness of her intention in "My Love 's but a Lassie" (Ward, Lock). The title is an index to the substance of the book, which is to the serious novel as lemon-sponge to a Christmas pudding; and this notwithstanding murder most foul, German spies and submarines, and a hero wounded and missing in France. The effort to regard the story as within the range of the probabilities need not be made—nor, we must add, is any other effort required of the reader who places himself in Mrs. Hinkson's hands. An hour's entertainment is assured to him, while the adventures of the Judge and his son, the wicked German woman and the lovely girl, flow on in pleasant sequence. Nobody in a war novel seems capable of approaching the coast from inland without stumbling upon petrol-tanks stored for the benefit of the Boche; and, though we may regret another repetition of this oft-told tale in "My Love 's but a Lassie," it can be suffered for the sake of the young lovers, and rather more for the observation with which the eye of a poetess regards the colour of Cornwall.



THE IMPERIAL PARLIAMENT'S GIFT TO THE DOMINION PARLIAMENT: THE SHAFT OF THE NEW BLACK ROD IN ITS CASE.

An interesting ceremony took place in the Library of the House of Lords on June 21, when the Canadian Premier, Sir Robert Borden, was presented with the new Black Rod for the Canadian Senate, which is to replace that destroyed in the fire of 1916. The Rod, the head of which is of gold, has been subscribed for by M.P.'s and Members of the House of Lords. The Black Rod is a reproduction of the House of Lords Rod, except that maple leaves replace the trefoil on the Black Rod at Westminster.—[*Official Photograph's.*]

Great Summer
SALE

of Children's Wear, Lingerie, Corsets, Blouses, Dresses, Linens, Lace, Handkerchiefs, Curtains, Sports Coats, &c. One should not miss this excellent opportunity of obtaining exclusive articles at bargain prices.

Sale from June 24 to end of July.



If unable to call, write for a copy of our Sale Catalogue, which enumerates a few of the bargains.

No. I. L. N. 157.—Little boy's jumper suit in white washing material, with coloured linen border to finish neck, cuffs and hem. Made in our own workrooms. White, trimmed pale blue saxe and cherry. To fit 2 years.

Sale Price—
19/11

Robinson & Cleaver Ltd
THE LINEN HALL
REGENT STREET LONDON W. 1.

Hindes Guaranteed HAIR TINT (Registered title Sergeron)

"You simply comb it thro'"



THE SAFE WAY

to renew the natural colour of **Grey or Faded Hair** is to use **Hindes Hair Tint.** Permanent in effect, natural in shade, washable and undetectable, it is guaranteed by the highest medical authority to be absolutely harmless. (Certificate accompanies each bottle.) In seven natural shades.

2/6 per Flask.

Of all Chemists, Stores, and Hairdressers, or direct from **Hindes Ltd.,** Patentees & Manufacturers of Hindes Hair Wavers, 31, Tabernacle Street, City, London.

MARSHALL & SNELGROVE'S
SUMMER SALE

Commences MONDAY, July 1st, and continues for Three Weeks.

Wonderful Bargains in High-Grade Goods.



8 ONLY.—MODEL FUR COAT in good quality Seal dyed Coney, with handsome Collar of Skunk dyed Opossum, lined good quality fancy silk.

Original Price, 35 gns.

Sale Price, 29 gns.



WASHING CRÊPE-DE-CHINE FROCK, cut on simple, straight lines, in various coloured stripes on a white ground, faced at collar, revers, pockets and cuffs with plain material.

Sale Price, 6 gns.



EARLY AUTUMN STREET COAT, in fine quality velour cloth, cut on new, straight lines, with practical pockets and large wrap collar of selected seal Coney fur. In navy, black, and a few good colours.

Sale Price, £5 18 6



GRACEFUL TEAFROCK in Crêpe-de-Chine, with softly falling collar in rever shape, long self sleeves, finished at waist with folded belt and buckle. In all the newest shades and black.

Sale Price, 63/-

Sale Catalogue posted free. These garments cannot be sent on approval.

MARSHALL & SNELGROVE, LIMITED,
VERE ST. and OXFORD ST., LONDON, W. 1



Baby's Growth

THE best indication of proper development is a right increase in weight coupled with increase in muscular strength.

At five months Baby should be able to hold his head erect. At seven months he will be able to sit up a while. When ten months he crawls, pulls himself up or stands by a chair.

Do not encourage a child to walk before he does so of his own accord.

The Allenburys Foods

Nos. 1, 2, 3 and Rusks provide the right nourishment for Baby, step by step, and promote sturdy growth and sound development.

ALLEN & HANBURYS Ltd., 37, Lombard Street, London, E.C.



Established 1715. Copyright

Debenham & Freebody's

COMMENCES MONDAY, JULY 1st.

SALE

AND CONTINUES FOR TEN DAYS ONLY.

EXCEPTIONAL BARGAINS IN ALL DEPARTMENTS.



60 SHANTUNG TAILOR SUITS, in three different designs, of which sketch, in heavy-weight tailoring silk with novelty lining and facing, is an example.
Sale Price **£5 18 6**

12 ONLY. MODEL FUR COATS, in Seal-dyed Musquash, with handsome collar of Natural Skunk, lined with rich fancy silk.
Original Price, **55 gns.**
Sale Price, **45 gns.**

RESTGOWN, in rich, bright Crêpe-de-Chine, with deep sailor collar, lined with contrasting colour revers, front and sleeves finished with contrasting shade.
Price **58/6**

ALPACA KNITTED WOOLLEN COAT, very light and warm. A most useful shape in many colours.
Original Price, **52/6**
Sale Price, **45/6**

Sale Catalogue post free. These garments cannot be sent on approval.

WIGMORE ST. & WELBECK ST., LONDON, W. 1

Petrol Economy with the

CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1

HIMROD'S ASTHMA CURE

If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal

HIMROD'S CURE FOR ASTHMA

At all chemists 4/3 a tin.

THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

IS NOT A DYE.

Sold Everywhere

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E. 1

The Wheel of Fate.

One spin of the wheel and hard blows may be yours. Are you able to face the future with high hope, with confidence that all will be well whether fate smiles or frowns? That is the happy lot of the man who has provided to-day for what to-morrow may hold. The simplest, safest, most certain way to be sure of security is to take out a profit sharing Endowment Assurance Policy with

The "Standard" Life Assurance Company

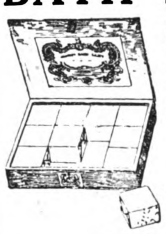
It costs you but little, and gives you much in return both pecuniarily and in peace of mind.

Write for full particulars *now*.

The STANDARD LIFE Assurance Company. Estab. 1825

Head Office — EDINBURGH: 3, George Street.
LONDON: 83, King William Street, E.C.; and 3, Pall Mall East, S.W.
DUBLIN: 59, Dawson Street.

"MORNY" BATH SALTS TABLETS



One tablet will scientifically soften an entire bath and leave upon the skin an enduring fragrance. Morny Bath Salts Tablets are sold in flat boxes of 12 and are perfumed with—

"Chaminade" - "Mystérieuse" or "Triomphe" - - 3/10

"June Roses" - "Serenade" or "Yesha" - - 2/9

Assorted (12 different Morny Odours) 3/10

The name "MORNY" on the label is a guarantee against inferior imitations.

From your usual retailer, or direct (enclosing amount and postage) from

MORNY FRÈRES LTD.
201, REGENT STREET, LONDON, W. 1.

LADIES' PAGE.

NOTWITHSTANDING the immense number of appeals for war charity, combined with heavy taxation, there was still found forthcoming an excellent response to the claims of the "Day" of the most popular of royal ladies, Queen Alexandra. Gentle charity was ever one of her chief interests, and her gracious nature is fittingly thus commemorated, just as the statesmanlike Queen Victoria is most suitably remembered by the choice of her birthday for "Empire Day." "Queen Elizabeth's Day," the anniversary of her accession, Nov. 17, was annually celebrated for over a century after her death as a remembrance of the religious liberty established by that great monarch in England. Doubtless the commemoration of our last two Queens in their respective appropriate fashion will likewise continue for generations.

Another great charity success has been the happy idea of collecting pearls for the Red Cross funds; and a considerable addition to the value is certain to accrue from the entrance fees to the exhibition of the beautiful objects at the Grafton Gallery. This opened last Saturday, and has drawn Society crowds, the famous Australian war pictures and photographs being also on view. A splendid concert is to be given in the Gallery on Sunday, June 30; tickets, a guinea each, are to be had from the Pearl Committee, 10, Dover Street, W. 1.

America has decided to send medical women as anaesthetists out to the base hospitals—that is, of course, well behind the firing line. There is no particular reason why we should not send women surgeons too; the old pretence that women are too nervous, too cowardly and excitable, for dangerous duties is now quite exploded. In fact, it is recorded that when the unspeakable German military heads sent airmen recently to bomb the hospitals a woman doctor there went on composedly with her operation, though "the instruments were dancing on the table" from the shock of the explosions. Deeply to be deprecated as I, for one, should think it for women to be added to the ordinary source of military strength in any nation (which would mean in all), there are occasions when every effort must be put forth for our own life and for the liberty of generations to come. And, after all, the woman who dares death in the operating tent near the front is doing nothing much more heroic than nurses in fever hospitals do constantly at home—or more even than every mother courageously encounters.

We generally neglect several accessible green foods that are perfectly wholesome, and that are habitually eaten by the poor—and even by the wealthy—in France. Sorrel, for instance, is abundant in our meadows, and is not used here, but is constantly served on French tables. It is the characteristic ingredient of the excellent soup that the French call "Bonne Femme." This begins with one or two fine-cut onions fried (not browned) in butter, to which is added chopped sorrel (as much by measure as the fluid used) and a little finely shredded lettuce, and then some stock, boiled till all is done; the soup is then rubbed through a sieve (this need not be done, if preferred), thickened with milk with flour boiled in it, or, if possible, cream or beaten egg-yolks, seasoned with a little sugar and salt and pepper, and poured into a tureen on thin strips of bread dried in the oven, not toasted. Sorrel also makes a good dish as a vegetable at dinner, boiled in water with a little carbonate of soda and salt till soft, drained, and rubbed through a sieve (it ought to be a hair, not a wire, sieve for refined tastes); put back into the saucepan with a little butter or margarine, in which a spoonful or two of flour is mixed, and a spoonful or so of milk, just to be moist, stirred till very hot again, then served with very thin sippets of bread fried in butter to crispness stuck round the sorrel. The French use this *purée* of sorrel mostly as a bed for a little veal cutlet, or serve it with stewed veal; but it is very satisfactory (made not too thin by adequate flour) with hard-boiled eggs cut in quarters or with poached eggs—or as a dish to itself.



THE CHARM OF BLACK AND WHITE.

One of the new draped dresses in white crêpe-de-Chine and black charmeuse. A lining of brick-red and bright-green is just shown in the folds of the drapery. The belt is of black jet.

Very young dandelion-leaves are a good addition to salad, and many French peasants cultivate it for this purpose, letting it grow full size, but blanching it by tying it up to keep the centre tender; big tough leaves, naturally growing, are unsuitable. I once heard the Japanese Ambassador say that very young fronds of the common brake-fern, just springing through the earth in their curly way, are eaten as a vegetable in his country; he said they should be boiled with a good deal of carbonate of soda in the water, squeezed dry, chopped, and finished with butter. Young nettles can also be used as a green vegetable; and, in the present scarcity of anything fizzy to drink, we might look up our great-grandmothers' cookery-books and brew some nettle-beer for the hot days. A mixture of spinach, sorrel, watercress, and lettuce makes a good *purée*, which becomes a soup if put in sufficient milk or stock, still keeping it quite thick. It is something in these times that, as Milton puts it—

> These are not fruits forbidden; no interdict
> Defends the touching of these viands pure . . .
> Which life preserves, destroys life's enemy
> Hunger, with sweet restorative delight.—FILOMENA.

URODONAL

THE UNRIVALLED SPECIFIC FOR:

Rheumatism, Gout, Gravel, Calculi, Neuralgia, Sciatica, Arterio-Sclerosis, Obesity, Acidity.



The dawn of renewed, triumphant and happy youth is reflected in the bottle of Urodonal as in a magic mirror. Have faith in Urodonal and you will immediately see its good results.

PREMATURE OLD AGE.

PROF. FLEURY (of the Paris Faculty of Medicine) in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (*i.e.*, 82 °/o) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

The regular use of URODONAL induces the thorough elimination of uric acid, cleanses the kidneys, and removes impurities. It is for those who avail themselves of its benefits, the dawn of a period of renewed, triumphant and happy youth which is reflected in the bottle of URODONAL as in a magic mirror. Have confidence in URODONAL, and you will quickly reap your reward.

DR. DAURIAN,
of the Paris Medical Faculty.

URODONAL, prices 5/- & 12/-. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 and 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists & Foreign Chemists, 164, Piccadilly, London W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: Messrs. ROUGIER FRÈRES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: Monsieur GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Bldgs., Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON and CO., 8, Clive Street, Calcutta.

JUBOL

CLEARS THE COMPLEXION.

Constipation
Hæmorrhoids
Giddiness
Enteritis

Coated Tongue
Fœtid Breath
Pimples
Boils



The regular use of JUBOL keeps the complexion clear, the eye bright and the skin soft, smooth and flexible.

If you want to be perfectly healthy, take one tablet of JUBOL every night.

"You would not need to use cosmetics to 'improve' your complexion if you followed my example and took JUBOL every night."

MEDICAL OPINION:

Sufferers from ECZEMA should bear in mind the fact that JUBOL has almost entirely superseded the use of ordinary purgatives and laxatives, owing to the regularity, constancy and unvarying action of this medicament. No matter how stubborn the condition of constipation, or how irritated the intestine may be, JUBOL is always well tolerated.

G. LEGEROT,
Late Professor of General and Compared Physiology at the "Ecole Supérieure des Sciences d'Alger."

JUBOL, price 5/- per box. (Complete course of six boxes, 29/6.) Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists, and Drug Stores, or direct, post free, 5/3 and 30/-, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Charles Packer & Co Ltd.

GOLDSMITHS & SILVERSMITHS

THE FASHIONABLE RIBBON BRACELET

With Diamond Initial set in Palladium and White Enamel Slide.

Every Letter from A to Z in Stock.

ALL 4 4 0 EACH post free to any address.



ALL £4 4 0 EACH post free to any address.

Illustrations show actual size of Brooches.

MILITARY BADGE BROOCHES

15-ct. GOLD and ENAMEL

all £2 . 2 . 0 each.

Every pattern can be supplied from stock.



The Machine Gun Corps.



The Royal Navy, with Gold or Silver Anchor. Also supplied with R.N.R. and R.N.V.

All these Brooches are finely modelled in 15-ct. Gold.



Illustrated Catalogue of Badge Brooches sent free on request.

The Royal Artillery, also Collar Badge.



The Royal Engineers. Also Collar Badge.

BADGE OF ANY REGIMENT SUPPLIED AT £2 2 0 each.

Money returned in full if not approved.



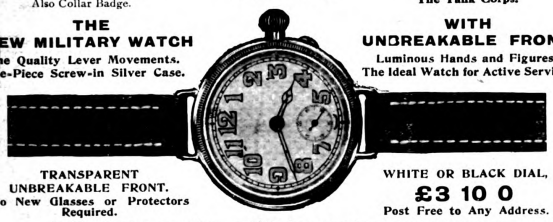
The Tank Corps.

THE NEW MILITARY WATCH

Fine Quality Lever Movements. One-Piece Screw-in Silver Case.

WITH UNBREAKABLE FRONT

Luminous Hands and Figures. The Ideal Watch for Active Service.



TRANSPARENT UNBREAKABLE FRONT. No New Glasses or Protectors Required.

WHITE OR BLACK DIAL, £3 10 0 Post Free to Any Address.

76 & 78 REGENT STREET, LONDON, W 1



Cheery Soles

Dri-ped wearers, young or old, have a broad smile often, wet feet never, and comfort all the time; and it 's particularly cheering to know that wearing Dri-ped Leather saves half your boot bill.

Dri-ped, the Super-Leather for Soles, is absolutely waterproof, and the higher leather mounts in price, the more Dri-ped's DOUBLE WEAR saves you.

War needs restrict Driped supplies for civilian wear, though a limited quantity IS available.

Military and Naval Officers can always obtain Driped from Repairers possessing Government Permits.

DRI-PED REGD

See this trade mark in purple every few inches on each sole. Without it the leather is a substitute.

B/9

The Super-Leather for Soles.

FURTHER COAL RESTRICTIONS IMMINENT

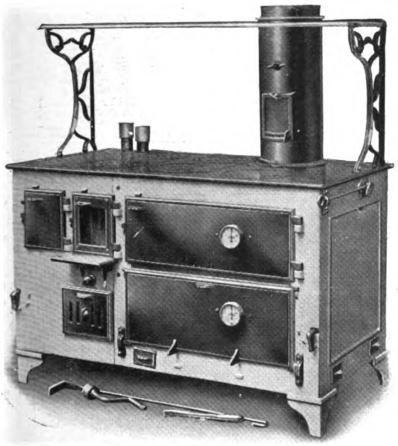
LIMIT YOUR CONSUMPTION

BY INSTALLING THE

"KOOKSJOIE" RANGE

(EVEREADY SERIES) *Florence Pats.* 13337/15.

CONSUMES HALF-TON PER MONTH.



Continuous Burning.

—

Hot Water Day & Night.

—

No Dirty Flues to clean.

—

Demonstrations Daily.

—

Full Particulars from Dept. 2.

LONDON WARMING & VENTILATING CO. LTD.

20, NEWMAN ST., OXFORD ST., W. 1.

2012

Lotus

THERE are shops in every district from Land's End to John o' Groats appointed to sell men's Lotus.

And just now all these shops are receiving regular though rationed supplies on fixed dates of these boots and shoes, military and civilian.

The civilian consist very largely of black glacé kid boots and shoes, for calf leather, particularly brown calf, is very scarce.

The best way to secure Lotus, military or civilian, should the local shop shelves be empty, is to bespeak a pair from the next delivery from the factory. This is what many men are doing whilst supplies are so short. Those pairs that are not set aside in this way for customers are usually sold off the very day they are unpacked or the day afterwards.

Lotus Ltd, Stafford
Makers of Lotus and Delta Boots
City Telephone
London Wall
6989



Guaranteed Waterproof
No. 350 Low Leg 55/-
No. 3614 High Leg 95/-

THE CHRONICLE OF THE CAR.

British Cars After the War.

It is natural, perhaps, that there should at the present moment be a considerable amount of discussion as to the manner in which the lessons of the war—which has been the greatest reliability trial imaginable—will be applied to the design of British post-war cars of all classes. At the same time, I am not altogether certain that there is much necessity for us to worry ourselves about the precise nature of the improvements in design which will be manifested in the cars of the post-war period as compared with those of 1914. I think we may take it as certain that the one will be a far better vehicle at all points than its predecessor. It would be passing strange if it were not. But this matter of design is a small one beside that of the possibilities that will exist of selling the cars produced by British factories, and the initial difficulties that are sure to be encountered during the period of reconstruction of our peace industries.



PROUD OF HIS JOB: DRIVING HIS COLONEL.

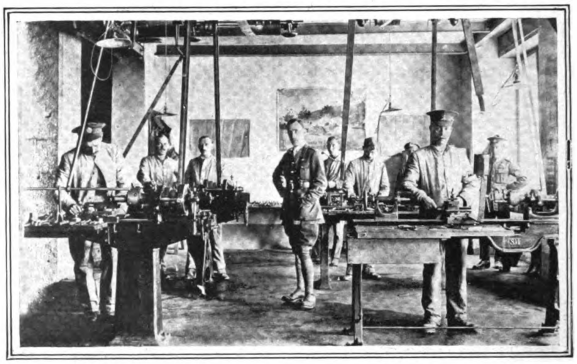
Our photograph is of particular interest, as it shows the somewhat unconventional duty of a negro with the American troops in France—that of driving his Colonel in the side-car of a B.S.A. motor-bicycle.

There may be industries that have been as hard hit in the matter of the diversion to other purposes of their peace activities, but it is quite certain that none have suffered more than the motor manufacturer in the utter and complete reversal of their wonted activities, nor is there an industry which will find itself more handicapped in the race to get back to normal conditions. Nor is it as though the British industry will have a fair start against its most powerful competitor—America—in the home and overseas markets. Whereas the number of British firms who are engaged exclusively in their legitimate work of building cars may be counted on the fingers of one hand, certainly more than a half of the American motor firms are still in the position of being able to continue at least a part of their normal business activity. Of course, conditions of industry in America are vastly different from those which obtain here; and, up to the present, America has not found it necessary to carry out the wholesale diversion of manufacturing facilities which the conditions of the war imposed upon ourselves nearly four years ago. It may be that the course and duration of the war will even yet lead America into a state of industrial affairs closely resembling our own, in which case matters should be somewhat evened up; but I do not think it is safe to regard that as more than a remote possibility. The question that suggests itself as a result of the condition in which the British industry finds itself is: What steps must be taken towards the reconstruction of the industry and for the retention of our own markets?

The answer is not easy to give; but it seems, on the face of it, that the appeal of the industry for facilities to get back gradually to normal, or as near to it as circumstances will permit, is one that should be listened to with sympathy by the Government. Unless those facilities are given—and beginning made immediately—I am afraid we shall find that after the war our markets will be taken from us by those whose industrial interests have been visualised by their own authorities with a greater width of outlook than seems possible to our own.

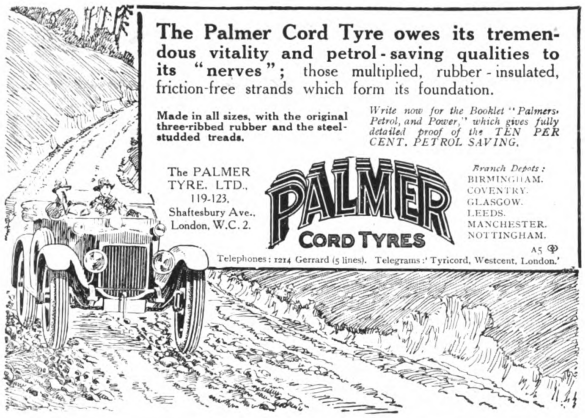
Motor Training for Internees.

Further to my note of last week, in relation to the *Autocar* motor-training schools at Vevey and Scheveningen, the editor of that journal has asked me to say that the total cost of putting a man through a five months' course of training—which will fit him to take his place either in a motor factory or repair shop, or to make him into a really qualified chauffeur-mechanic—is £8 15s. This works out at 1s. 4d. per working day of six hours—surely the most economical training course imaginable. I am further asked to say that if there are any motorists among the readers of these notes who would like to assist in developing the schools, and in training our soldiers who have had the ill-fortune to fall into the hands of the Hun so that they may return to us as useful and skilled citizens, the editor of the *Autocar* will be pleased to receive their practical help. Anything, from the cost of a day's training to the full course, will be welcomed. W. W.



GOOD WORK OF THE "AUTOCAR": MOTOR-TRAINING FOR INTERNED BRITISH SOLDIERS.

Our picture illustrates part of the machine-shop at the school in Vevey, Switzerland, in which, under the auspices of the "Autocar," interned British soldiers are taught to become useful mechanics.



The Palmer Cord Tyre owes its tremendous vitality and petrol-saving qualities to its "nerves"; those multiplied, rubber-insulated, friction-free strands which form its foundation.

Made in all sizes, with the original three-ribbed rubber and the steel-studded treads.

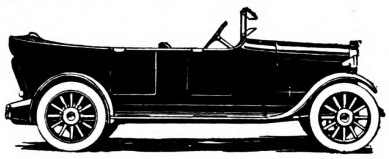
Write now for the Booklet "Palmers, Petrol, and Power," which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

The PALMER TYRE, LTD., 119-123, Shaftesbury Ave., London, W.C. 2.

PALMER CORD TYRES

Branch Depots: BIRMINGHAM. COVENTRY. GLASGOW. LEEDS. MANCHESTER. NOTTINGHAM. AS

Telephones: 1214 Gerrard (5 lines). Telegrams: "Tyricord, Westcent, London."



QUALITY IN A CAR

expresses itself in more ways than one. Not only in the mere matter of appearance, but on the more important point of performance. Here is where the Austin has always scored, and will score again after the war. Performance has proved the efficiency of the Austin, and it is efficiency which bespeaks quality in material and workmanship. It *is* quality you want, both in appearance and performance, therefore your after-war car MUST be an Austin 20. May we not add your name to the Priority List now?

Austin

THE AUSTIN MOTOR CO. Ld., 479-483, Oxford Street, London, W. 1,

Telephone: Mayfair 0230. Telegrams: "Austinette, Wesdo, London.

Head Office: Northfield, Birmingham.

Also at Manchester, Norwich and Paris.

Rowland's Kalydor

Cools and **Refreshes** the **Face, Hands,** and **Arms** of Ladies and all exposed to the

HOT SUN AND DUST.

Prevents and removes **Freckles,** Tan, **Sunburn,** Redness, and **Roughness** of the **Skin,** cures and heals all Cutaneous Eruptions, Prickly Heat, &c. Produces

SOFT FAIR SKIN

and a lovely delicate complexion: it imparts natural **Whiteness** to the **Skin,** unobtainable by any other means. Sold in 2/6 and 5/- bottles by stores chemists, and

ROWLANDS, 67, Hatton Garden, London

Cerebos SALT

dainty fine and free-running

Post it to Pullars

Any article of ladies', children's, or gentlemen's wearing apparel, or household furnishing that has been soiled by use, or faded by exposure. Pullars' processes will improve its appearance beyond belief and lengthen its life and usefulness. Send to any Pullar Branch or Agent, or post direct to——PULLARS'

Cleaners & Dyers Perth

LIKE Sunbeam Cars, there are no aviation engines to equal the Sunbeam-Coatalen in efficiency. Previous to the war the Sunbeam Car gained and retained supremacy by its exploits on the track and on the road. To-day that distinction is further increased by the exceptionally fine service given by

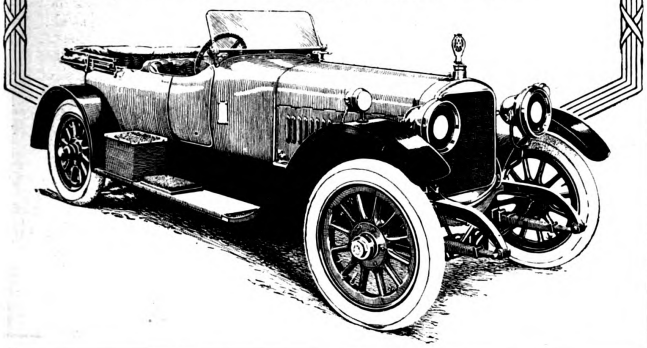
SUNBEAM-COATALEN AIRCRAFT ENGINES

Priority of delivery of the post-war

SUNBEAM

will be secured by the receipt of your inquiry **now.**

THE SUNBEAM MOTOR CAR CO., Ltd., Wolverhampton.
Manchester Showrooms - - - - - - - 106, Deansgate.
London and District Agents for Cars: J. Keele, Ltd., 72, New Bond St., W. 1.

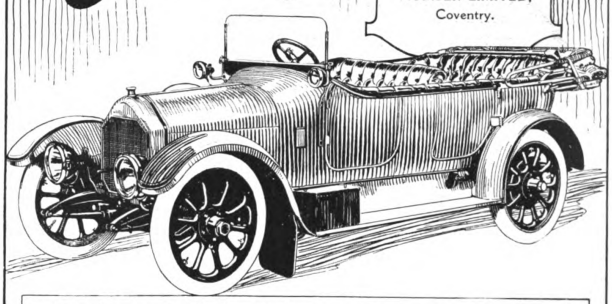


The **STAFF OFFICER**

must have at his command all that is finest in men and material—hence his preference for the

Humber CAR

HUMBER LIMITED, Coventry.



Now fully engaged on Work for the British and Allied Governments. May we register your name for full particulars to be sent when hostilities cease?

Daimler

The Daimler Company, Ltd., Coventry

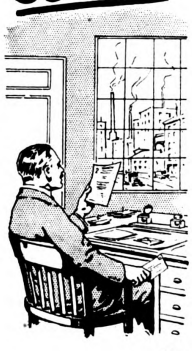
BEFORE the war we made Motor Carriages of the highest quality and refinement; we also made Commercial Vehicles of an efficiency standard that solved the road traction problem for all large Carrying Companies, Corporations, and Commercial Houses.

DURING the War Daimler organisation has been devoted to war work, requiring the same degree of skill and workmanship that made pre-war Daimlers famous.

AFTER the war the Daimler Company will automatically take up its position in the forefront of the British industry. The Daimler Sleeve-Valve Engine has proved its supremacy in every field since its introduction.



How many orders does your Delivery Service bring you?



PROMPT DELIVERIES will bring you more orders than an army of travellers. Make your delivery service as perfect as possible. Fit "CLINCHER" Tyres on all your Motor Vehicles. "CLINCHERS" cut out Tyre trouble—they prevent roadside delays and enable you to deliver your goods on time.

Their resilience prolongs the life of both engine and chassis, and the sterling quality of the materials used in the manufacture of "CLINCHERS" enables them to withstand an enormous amount of wear and tear—even on the bad roads that war time has brought in its train.

North British

CLINCHER

Regd. TRADE MARK

Motor TYRES

THE NORTH BRITISH RUBBER CO., LTD., Edinburgh, London and Branches.

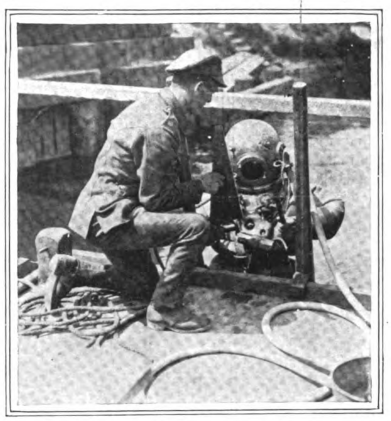
THE PLAYHOUSES.

"MARMADUKE." AT THE HAYMARKET.

THERE are rich possibilities in the situation of the man who has lost his memory, and may find himself saddled with the sins and responsibilities of a self he disowns. Mr. Ernest Denny does not trouble himself too much with the psychological problems of such a theme—or rather, he evades them by presenting us with not one Marmaduke, but with two Marmadukes, the more reputable of whom meets his love-adventure by being treated as if he were the other, a drunken scapegrace for whom an explosive step-father from Australia is searching to give him a fresh chance in life. Still, even for the sham Marmaduke—really, as it turns out, a young Peer—and therefore, of course, for his audience, a nice problem prepares itself out of his forgetfulness of his identity as he grows more and more attached to his charming benefactress, young Patricia O'Brien. Was he married in that past life of his? Or, if it is not so bad as that, was he engaged? In point of fact, there was an engagement, and the audience longs to see it broken off as quickly as possible. Fortunately, Mr. Dennis Eadie, in his doubling of the two Marmadukes, and his various stage-comrades also, dash through this comedy of many coincidences at such a pace, and the playwright in his turn provides so many quaint lines and moments, that there is scarcely time for impatience. Mr. Valentine is gloriously robustious as the overbearing Australian; Miss Mary O'Farrell and Miss Muriel Pope offer a neat contrast; and Miss Mary Jerrold contributes a delicious sketch of an Early Victorian mother.

"NURSE BENSON." AT THE GLOBE.

The scene that is the making of the play which Messrs. R. C. Carton and Huntly McCarthy have written for Miss Marie Löhr—curiously enough, another play turning on a case of mistaken identity—comes in the last act, and so enables it to end amid a burst of laughter. It is a scene in which a V.C.'s *nouveau-riche* father, finding his son's nurse to have been in masquerade, comes to reproach an old Peer—really her uncle—for having given her references, and then, through a misunderstanding of their relationship, upbraids this monument of aristocratic dignity with being a libertine. The passage of arms between the kindly old vulgarian, so righteously indignant, and the startled and tired old Peer, petrified with wrath and bewilderment, is delightfully droll; and the stony look of Mr. Fred Kerr—never better suited than as Lord Messiger—in contrast with the volubility of Mr. Elton as his accuser, is worth going far to see. For the rest, Miss Löhr invests with her own charm and buoyancy the pretty amateur whom no one could ever have confused with the real and frumpish Nurse Benson. Miss Lottie Venne does wonders in a part rich in lack of aspirates; Mr. C. B. Vaughan makes much out of small opportunities as an Army sergeant; and Mr. Dawson Milward—more happily cast than Mr. Pennington-Gush, who has to play the invalid V.C.—is as natural as nature.



ARMED WITH SAW AND HAMMER: A DIVER OF THE ROYAL ENGINEERS ABOUT TO DESCEND TO THE BOTTOM OF A CANAL TO REPAIR THE FOUNDATIONS OF A BRIDGE IN FRANCE.
Official Photograph.

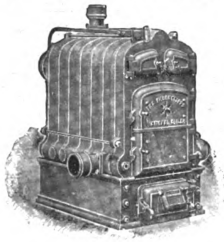
"YOU NEVER KNOW, Y'KNOW," AT THE CRITERION.

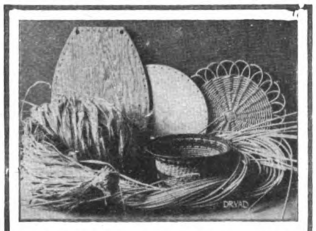
In offering a bill of Palais-Royal farce, slightly deodorised, the Criterion returns to old traditions, and playgoers whom this sort of entertainment angers had better leave it alone. Mr. Rex London doubles comically the characters of a spruce little married man who is kicked by the proprietor of the café because he is thought to be the waiter, and of this waiter who gets the kisses of his counterpart's wife. Other players who help to create an impression of bustle and frolic are Mr. Fred Eastman, Mr. Cairns James, and Mr. Douglas Greet, and the picturesquely gowned Miss Daisy Markham and Miss Enid Sass.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."
PAID IN ADVANCE.

INLAND.	Twelve Months (including Christmas Number),	£2 18s. 9d.
	Six Months, £1 8s. 3d.; or including Christmas Number,	£1 10s. 7d.
	Three Months, 14s. 1d.; or including Christmas Number,	16s. 6d.
CANADA.	Twelve Months (including Christmas Number),	£3 9s. 11d.
	Six Months, £1 9s. 3d.; or including Christmas Number,	£1 11s. 8d.
	Three Months, 14s. 7d.; or including Christmas Number,	17s. 0d.
ELSEWHERE ABROAD.	Twelve Months (including Christmas Number),	£3 5s. 3d.
	Six Months, £1 11s. 5d.; or including Christmas Number,	£1 13s. 10d.
	Three Months, 15s. 9d.; or including Christmas Number,	18s. 2d.

Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2

NEWTON, CHAMBERS & CO., LTD.
Thorncliffe Ironworks, Near Sheffield.
Established 1793.
Telegrams: "NEWTON, SHEFFIELD." Telephone 2200, Two Lines.
MANUFACTURERS OF ALL KINDS OF HEATING APPARATUS.

BRANCH OFFICES.
LONDON:—Brook House, 10-12, Walbrook, E.C.
MANCHESTER:—Grosvenor Buildings, Deansgate.
LIVERPOOL:—50a, Lord Street, W.
SHEFFIELD:—Moorhead.


BASKET MAKING AND RAFFIA WEAVING
A most interesting and useful recreation for Convalescents. Cane, coloured raffia, bases for trays, books on basket making.
Outfits for beginners
Canework 4/-, Raffia Work 3/6, post pd.
Price List on application to
DRYAD WORKS, B DEPT., LEICESTER

Myers' Silver Series


Smooth and Velvety, with easy Gliding Action. The Pens for Restful Writing.
ASSORTED 6d. SAMPLE BOX
OF ALL STATIONERS
Or post free, Sevenpence, from Manufacturers
M. MYERS & SON, Ld., Charlotte Street, Birmingham.

Culleton's Heraldic Office
92, PICCADILLY, LONDON.
Arms and Pedigrees of English and Foreign Families.
Genealogical Researches in Public Records.
PEDIGREES ENGROSSED AND EMBLAZONED
Seals, Rings, Dies, Book-plates (ex-libris) Engraved.
ARMORIAL STAINED GLASS. MEMORIAL TABLETS
Sketches and Designs for all purposes.



THE BRITISH BERKEFELD FILTER


Imperial House, KINGSWAY, LONDON W.C.2

"SANITAS" FLUID
SPRAYED ABOUT ROOMS RAPIDLY DESTROYS ALL DISEASE GERMS


"SANITAS" NOW ENJOYS GENERAL FAVOUR AS A DISINFECTANT
FLUIDS POWDER FUMIGATOR SOAPS &c.
THE "SANITAS" Co. LIMEHOUSE, LONDON, E.

MAZDA
BRITISH-MADE
One thing has been proved—no other lamp made saves more money in lighting. Therefore, use only Mazda
ELECTRIC LAMPS

A Laxative and Refreshing Fruit Lozenge FOR
CONSTIPATION
Gastric and Intestinal Troubles
TAMAR INDIEN GRILLON
67, Southwark Bridge Road, London, S.E.
Sold by all Chemists, 3/- a box.

"SoToL" Antiseptic Mouth & Throat BATHS
Indispensable to cleanly people, and as delightful as they are necessary. Keep the mouth and throat scrupulously clean. Chemists sell 40 for 1/6; 100 for 2/9; or post free from WESTERN DENTAL MFG. CO., LTD., 74, Wigmore Street, London, W.1. Samples 3d. stamps.

G. E. LEWIS & SONS' WORLD-RENOWNED GUNS.
Have over 60 years' reputation for excellence of quality, shooting powers, finish and endurance.
Testimonials from all parts of the world.
BUY DIRECT FROM THE MAKERS AND SAVE DEALERS' PROFITS.
Write for Illustrated Catalogue of Actual Stock, stating requirements. Post Free.
HONOURS WHEREVER SHOWN


G. E. LEWIS & SONS,
32 & 33, Lower Loveday St., Birmingham
Established 1850.

BAILEY'S TURNSTILES,

TURRET CLOCKS, PUMPS AND VALVES, &c., &c.
Sir W. H. BAILEY & CO. Ld. ALBION WORKS, SALFORD

FREEMANS Turtleko N
REAL TURTLE SOUP
MADE BY DELECKLAND & WALFORD
A MEAL IN A MINUTE

LONDON: Published Weekly at the Office, 172, Strand, in the Parish of St. Clement Danes, in the County of London, by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, aforesaid; and Printed by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, W.C.2.—SATURDAY, JUNE 29, 1918. Entered as Second-Class Matter at the New York (N. Y.) Post Office, 1903.

THE GREAT BATTLE.

THE ILLUSTRATED LONDON NEWS 9d.



THE GERMAN OFFENSIVE: A BATTALION OF THE LONDON SCOTTISH GOING UP INTO THE FIGHT. (Official Photograph)

DINNEFORD'S MAGNESIA.

For nearly a Century

the Medical Profession have approved this as the best and safest remedy for Acidity of the Stomach, Heartburn, Headache, Gout and Indigestion. Dinneford's Magnesia is also an aperient of unequalled value for infants, children, those of delicate constitution, and for the distressing sickness of pending motherhood.

THE MOST EFFECTIVE APERIENT FOR REGULAR USE BY PEOPLE OF ALL AGES.

In consequence of numerous imitations, purchasers should INSIST on seeing the name "DINNEFORD'S" on every bottle. Only by so doing can they be sure of obtaining this most excellent remedy.

Dinneford's Magnesia mixed with Spring Water forms a pleasant, cooling, and most beneficial drink in Hot Seasons and Climates, and also during Fever.

Fry's PURE Cocoa

THE ENERGY MAKER.

like all good and pure foods, satisfies and stimulates. It is strengthening and is so easily assimilated.

ALL PURE SUSTENANCE.

Makers to the Royal Households and to other Royal Courts of Europe.

Royal Exchange Assurance A.D. 1720.

FIRE, LIFE, SEA, ANNUITIES, ACCIDENT, MOTOR-CAR, EMPLOYERS' LIABILITY, PLATE-GLASS, LIVE STOCK, THIRD PARTY, LIFT, BOILER, MACHINERY, BURGLARY, FIDELITY GUARANTEES.



THE CORPORATION ACTS AS EXECUTOR AND/OR TRUSTEE OF WILLS, CUSTODIAN TRUSTEE OF WILLS, TRUSTEE OF SETTLEMENTS, ALSO TRUSTEE FOR DEBENTURE HOLDERS.

Head Office—ROYAL EXCHANGE, LONDON, E.C. 3
West End Office—44, PALL MALL, LONDON, S.W. 1
Applications for particulars of all classes of Insurance invited.

AUSTRALIA BY THE ORIENT LINE

Through Bookings to NEW ZEALAND and TASMANIA.

Saloon Tickets interchangeable with P. & O. Line.

Managers—
F. GREEN & CO.,
ANDERSON, ANDERSON & CO.

For passage apply to the latter firm, 5, Fenchurch Avenue, London, E.C. 3; or 28, Cockspur Street, S.W. 1.

FAMOUS SINCE 1790.

SCHWEPPES MALVERN WATER

ALWAYS ORDER "SCHWEPPES." To be obtained throughout the World.

POULTON & NOEL'S

ENGLISH POTTED MEATS, FISH PASTES, SOUPS

(In Tins and Glasses). "EXCELLENT ALL WAYS."

Fish Pastes and Soups can be purchased without Coupons. Of Grocers and Stores everywhere.

DON'T WEAR OTHER PEOPLE'S LINEN

You will always get your OWN clothes back from the wash if marked with

JOHN BOND'S 'CRYSTAL PALACE' MARKING INK

Can be used with or without heat (whichever kind is preferred.)

Sold by all Stationers, Chemists and Stores, 6d. and 1s. Used in the Royal Households.



As air is to music and light to colour STRETTON is to Whisky. It's the medium which makes the triumph possible.

"Stretton"

The English NATURAL Table Water

At all Leading Hotels and Stores, or

The Stretton Hills Mineral Water Co., Church Stretton, Shropshire.

CORRECT COLLEGE AND SCHOOL OUTFITS

SPRING AND SUMMER CLOTHING



CHAS. BAKER & CO. hold the most extensive stock in London, and, being *actual manufacturers* of Clothing, are supplying the best value obtainable.

SPECIAL SCHOOL OUTFIT CATALOGUE

compiled from Inventories of the following leading Schools sent free on application:

ETON CHELTENHAM WELLINGTON
HARROW MALVERN ST. PETER'S
RUGBY ST. NEOTS SHREWSBURY
HAILEYBURY MARLBOROUGH CLIFTON
CHARTERHOUSE, BEDFORD, &c.



THE HOUSE WITH FORTY YEARS' REPUTATION

CHAS. BAKER & CO'S STORES, LTD.

HEAD DEPOT, EXPORT & LETTER ORDER DEPT.

271 TO 274, HIGH HOLBORN, W.C.

City Branch - - - 41 & 43, LUDGATE HILL.
West End Branches 137 to 140, TOTTENHAM COURT ROAD.
256, EDGWARE ROAD.
27 to 33, KING STREET, HAMMERSMITH.
Northern Branch - - 7 to 9, SEVEN SISTERS ROAD, HOLLOWAY.
Croydon Branch - - WHITGIFT HOUSE, 38 & 40, NORTH END

No. 4127.—Volume 152 The Illustrated London News, May 25, 1918.

THE BEST PICTURES OF EVENTS.

THE ILLUSTRATED LONDON NEWS 9d



IN MESOPOTAMIA: TRANSPORT CROSSING THE DIALA RIVER. [Official Photograph

DINNEFORD'S MAGNESIA.

For nearly a Century

the Medical Profession have approved this as the best and safest remedy for Acidity of the Stomach, Heartburn, Headache, Gout and Indigestion. Dinneford's Magnesia is also an aperient of unequalled value for infants, children, those of delicate constitution, and for the distressing sickness of pending motherhood.

THE MOST EFFECTIVE APERIENT FOR REGULAR USE BY PEOPLE OF ALL AGES.

In consequence of numerous imitations, purchasers should INSIST on seeing the name "DINNEFORD'S" on every bottle. Only by so doing can they be sure of obtaining this most excellent remedy.

Dinneford's Magnesia mixed with Spring Water forms a pleasant, cooling, and most beneficial drink in Hot Seasons and Climates, and also during Fever.

Fry's PURE Cocoa

THE ENERGY MAKER.

like all good and pure foods, satisfies and stimulates.
It is strengthening and is so easily assimilated.
ALL PURE SUSTENANCE.

Makers to the Royal Households and to other Royal Courts of Europe.

FAMOUS SINCE 1790

SCHWEPPES MALVERN WATER

ALWAYS ORDER "SCHWEPPES." *To be obtained throughout the World.*

TO AVOID THEFT, LOSS OR MISTAKE, USE
JOHN BOND'S 'CRYSTAL PALACE' MARKING INK
Has made its mark on the linen of the Royal Households for two generations.
For use with or without heating (whichever kind is preferred),
Of Stationers, Chemists, Stores. 6d. & 1s.

JOHN POND HIS MARK

AUSTRALIA BY THE ORIENT LINE

Through Bookings to

NEW ZEALAND and **TASMANIA.**

Saloon Tickets interchangeable with P. & O. Line.
Managers: F. GREEN & CO., and ANDERSON, ANDERSON & CO.
For passage apply latter firm, at 5, Fenchurch Avenue, London, E.C. 3; or 28, Cockspur Street, S.W. 1.

POULTON & NOEL'S

ENGLISH POTTED MEATS, FISH PASTES, SOUPS
(In Tins and Glasses). "EXCELLENT ALL WAYS."
Fish Pastes and Soups can be purchased without Coupons. Of Grocers and Stores everywhere.

Don't water your whisky—Stretton it.

"Stretton"
The English NATURAL Table Water

At all Leading Hotels and Stores, or
The Stretton Hills Mineral Water Co., Church Stretton, Shropshire.

GREENLEES CLAYMORE WHISKY

AS SUPPLIED TO THE HOUSE OF LORDS.



KNITTED
COATS

PRACTICAL, useful and becoming, suitable for all manner of occasions.

STRIPED WASHING SPORTS COAT, as sketch. A very serviceable garment for Spring and Summer wear, well made and finished. Silk and Cotton mixture, white grounds with coloured stripes. In black, green, red, light saxe, sky, pink, and brown.

Price
37/6

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W1

NOTE—This Establishment is closed on Saturdays.

THE BURBERRY

Naval Weatherproof

Illustrated Naval or Military Catalogue Post Free.

As a practical and healthful substitute for oilskins or macintosh, The Burberry has proved its value in all parts of the world.

Unequalled in weatherproof efficiency, lightweight and perfectly self-ventilating, The Burberry is a safeguard which enables the most arduous duties to be performed in comfort, whilst, when on leave, there is no more useful accessory of outdoor life.



Naval Uniforms

Experienced work-hands ensure accurate detail, as well as that finished touch, which paradoxically, is so noticeable if absent, and so unapparent when present.

Officers' Complete Naval or Military Kits in 2 to 4 Days or Ready to Use.

During the War, Officers' Burberry Service Weatherproofs Cleaned and Re-proofed FREE OF CHARGE.

Every Burberry Garment is labelled "Burberrys."

BURBERRYS Haymarket S.W. 1 LONDON
Boul. Malesherbes Paris; and Agents.

VENUS PENCILS

For Every Pencil Purpose.

"Venus Pencils" are made by highly skilled craftsmen, who know their work from A to Z. They turn out seventeen grades of gritless blacklead, each grade the same *every time*. They make a pencil just suited to any work that may be on hand.

17 Grades—6B (Softest) to 9H (Hardest); Also 3 Styles Copying.
Of all Stationers, Stores, &c., throughout the world.
"VENUS," 173-5, Lower Clapton Road, E. 5.

H.B. VENUS

A REVOLUTION
in Trouser Presses and Clothes Economy.

Bought by thousands of Officers.



Creases and stretches perfectly. Packs into corner of kit bag. Weight 20 ozs. Size 21½ in. x 3 in. x 2 in. **Saves cost over and over** "Alpha" (pat.), No. 1 Portable Trouser Press 'Alpha' **7/-**
No. 2 Portable Press and Suit Hanger (combined). Wonderful economiser of space and clothes. Post Free U.K. **8/6** (France 6d. extra).
Cross Cheque or P.O. "London City and Midland Bank."

MAY & CO. (Dept. 98), 3, Tudor St., London, E.C. 4.

BAILEY'S TURNSTILES,



TURRET CLOCKS, PUMPS AND VALVES, &c., &c.

Sir W. H. BAILEY & CO. Ltd.
ALBION WORKS, SALFORD.

THE BRITISH BERKEFELD
Filter Cylinder
FILTER
Imperial House, KINGSWAY, LONDON W.C. 2

"SANITAS"
FLUID
SPRAYED ABOUT ROOMS RAPIDLY
DESTROYS ALL DISEASE GERMS



Clean. Fragrant. Non-Poisonous. Does not Stain Linen. Oxygenates the Air.

"SANITAS" NOW ENJOYS GENERAL FAVOUR AS A DISINFECTANT LABEL

FLUIDS POWDER FUMIGATOR SOAPS &c

THE "SANITAS" Co. LIMEHOUSE, LONDON, E.

A Laxative and Refreshing Fruit Lozenge FOR
CONSTIPATION
Gastric and Intestinal Troubles
TAMAR INDIEN GRILLON
67, Southwark Bridge Road, London, S. E.
Sold by all Chemists, 3/- a box.

TOBACCO BLOOM
VIRGINIA
CIGARETTES

Supplied in 20's - 50's - and 100's.

I. RUTTER & Co. MITCHAM

CARTER'S
(J. & A. CARTER) LTD

Telegrams: "Bathchair, Wesdo, London."

"The Alleviation of Human Pain."
(ESTABLISHED OVER 70 YEARS.)

Telephone: 1040 Mayfair.

By Special Appointment
to H.M. the King.



The "Baden"
(Old name, new model.)
Wicker Bath Chairs for extreme comfort and of unlimited durability.

These Chairs are illustrated, with prices, in Sectional Catalogue No. 3.
If further interested, please ask for "MODERN COMFORT FURNITURE," the standard work of reference for all Invalids and Comfort Lovers (600 illustrations).

EVERYTHING FOR THE WOUNDED OR INVALID.
2, 4, & 6, NEW CAVENDISH STREET, LONDON, W. 1.

No. 4128.—Volume 152 The Illustrated London News, June 1, 1918.

THE WAR IN PICTURES: THE BEST PHOTOGRAPHS & DRAWINGS.

THE ILLUSTRATED LONDON NEWS 1/-



(Official Photograph.

ON THE BRITISH WESTERN FRONT IN FRANCE: AN OUTPOST ON A ROAD NEAR YPRES.

TO MEET THE DIFFICULTY CAUSED BY THE PRESENT SHORTAGE OF TEA WE ASK OUR CLIENTS TO INCLUDE IN THEIR ORDERS A PROPORTION OF COFFEE & COCOA.

WE STRONGLY RECOMMEND THE FOLLOWING:

PURE COFFEES - - 1/8, 1/10, 2/- & 2/4 per lb.

PURE COCOAS - - - - 2/6 & 3/2 „

UNITED KINGDOM TEA Co., Ltd. 1 PAUL ST., LONDON, E.C.2

TEA MERCHANTS BY APPOINTMENT TO HIS MAJESTY THE KING AND TO HER MAJESTY QUEEN ALEXANDRA.

AVON TYRES

BRITISH and *CAN'T* be beaten!

SHOOLBRED'S

TOTTENHAM COURT ROAD, LONDON, W.1

By Appointment.

A Large Collection of

REPRODUCTION FURNITURE

of Various Periods.

Tel.: Museum 4000

"CAVANDERS

Army Club"

CIGARETTES

and "ARMY" MIXTURE.

Sold by the leading Tobacconists, and in all the Canteens.

CAVANDERS, Limited, LONDON and GLASGOW.



For HEALTH—HARROGATE

Here you have every Continental Treatment at your command, with an unrivalled choice of 87 waters and the world-famed Harrogate air.

Nothing that medical science can devise or provide is missing at Harrogate. Suitable arrangements are made to ensure your adequate food supply. Social amenities, hotel facilities, moorland recreations—all will contribute to your Harrogate Cure.

HARROGATE
The Spa on the Moors



PROSPECT HOTEL
(*Illustrated on this advertisement*) and Recherché Restaurant. Overlooks Stray. Two minutes from Baths, Pump Room, Kursaal. All modern comforts. Orchestra—Thé Dansant. Write for booklet.

HOTEL MAJESTIC
In grounds of 10 acres. Overlooks Royal Baths. Booklet on request.

For any information you need about HARROGATE, write to
F. J. C. BROOME.
Cure Dept.,
HARROGATE.

P.C.R.—10

B·S·A
BICYCLES



Cycling enables you to spend your leisure time in some of the most delightful spots without any trouble or expense. There are, no doubt, some charming places in your district, ideal for an afternoon picnic, if you would only get on your bicycle and look for them. Cycling is the most enjoyable and healthful exercise you can get.

B.S.A. Catalogue Free.

THE BIRMINGHAM SMALL ARMS CO., Ltd.,
Small Heath, Birmingham.

Hereford—The English Rheims



The House of Bulmer, famous the world over for Ciders of quality, has now produced that delicious "**POMAGNE**," that has brought new delight to Champagne and Cider drinkers. There will be found in Bulmer's Sparkling "**POMAGNE**" all the exhilarating and health-giving properties which attract the Champagne Wines of Rheims, their manufacture in each case being identical.

Price List and Particulars will be forwarded on application to

H. P. BULMER & CO.,
HEREFORD.

Wholesale London and Export Agents:
FINDLATER, MACKIE, TODD & Co., Ltd., London Bridge, S.E.1.

The Super-Champagne Cider de Luxe
POMAGNE

The FRENCH Natural Mineral Water.



VICHY-CÉLESTINS

for disorders of the LIVER: GOUT, GRAVEL, DIABETES, RHEUMATISM and all ailments arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

FRENCH GOVERNMENT

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

Wholesale Agents: INGRAM & ROYLE, Ltd., Rangor Wharf, Belvedere Road, London, S.E.; and at Liverpool and Bristol.

CARTERS
(J. & A. CARTER) LTD

Telegrams: "Bathchair, Wesdo, London."

"The Alleviation of Human Pain."
(ESTABLISHED OVER 70 YEARS.)

Telephone: 1040 Mayfair.

By Special Appointment
to H.M. the King.



The "Esego."
Self-propelling Bath Chairs and Hand-Tricycles. Rotary or Lever Action. As in daily use in all parts of the Empire.

These Machines are illustrated, with prices, in Sectional Catalogue No. 9.
If further interested, please ask for "MODERN COMFORT FURNITURE," the standard work of reference for all Invalids and Comfort Lovers (600 illustrations).

EVERYTHING FOR THE WOUNDED OR INVALID.

2, 4, & 6, NEW CAVENDISH STREET, LONDON, W. 1.

THE ILLUSTRATED LONDON NEWS 1/-



(Official Photograph.

ON THE BRITISH WESTERN FRONT IN FRANCE: AN OUTPOST ON A CANAL-BANK.

"CAVANDERS
Army Club"
CIGARETTES
and "ARMY" MIXTURE.
Sold by the leading Tobacconists, and in all the Canteens.
CAVANDERS, Limited, LONDON and GLASGOW.

TO obtain really genuine MALVERN WATERS ask for and see that you get BURROW'S.
BURROW'S MALVERN WATERS
are the PUREST and SOFTEST obtainable, being bottled direct from the historic ST. ANN'S SPRING, MALVERN. Famous for over 50 years as BRITISH and THE BEST of TABLE WATERS.
If any difficulty in obtaining, please write to W. & J. BURROW, Ltd., The Springs, MALVERN; or to Advertising Dept., 84, Queen Victoria Street, London, E.C. 4.

AVON TYRES
BRITISH and CAN'T be beaten!

"PD" SCOTCH
Peter Dawson
OLDEST & BEST SCOTCH WHISKY
Head Office: 82-84, Great Clyde Street, GLASGOW.

GREENLEES CLAYMORE WHISKY
AS SUPPLIED TO THE HOUSE OF LORDS.

DAINTY GEORGETTE HATS

FOR RIVER or COUNTRY WEAR



DESIGNED and made in our own workrooms in artistic colours of rich quality georgette.

PRETTY HAT in georgette, in soft becoming colours, trimmed with ribbon to match.

Price—

45/-

Also in black tulle.

STOCKINGS.

Lisle and Silk Fancy Check Stockings. Exclusive design.



7/11 per pair.

MARSHALL & SNELGROVE
LIMITED
VERE-STREET-AND-OXFORD-STREET
LONDON-W1

NOTE.—This establishment is closed on Saturdays.

B·S·A
BICYCLES



Cycling enables you to spend your leisure time in some of the most delightful spots without any trouble or expense. There are, no doubt, some charming places in your district, ideal for an afternoon picnic, if you would only get on your bicycle and look for them. Cycling is the most enjoyable and healthful exercise you can get.

B.S.A. Catalogue Free.

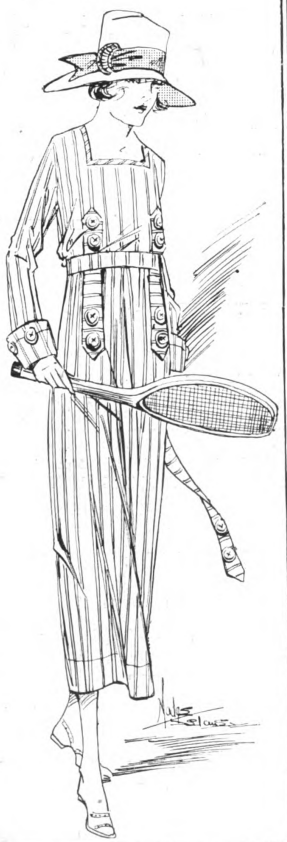
THE BIRMINGHAM SMALL ARMS CO., Ltd.,
Small Heath, Birmingham.

CRÊPE-DE-CHINE WASH FROCKS

Exclusive designs, made in our own workrooms from heavy-weight washing Crêpe-de-Chine, in guaranteed colours. These frocks are cut on most practical lines, and are so daintily finished that they are suitable for almost any occasion.

WASH-FROCK, in heavy Crêpe-de-Chine, well cut on loose-fitting lines, trimmed with large bone buttons and pipings. In various coloured stripes on a white ground.

PRICE
6½ Gns.



THE RAVAGES OF MOTH.

Store your Furs in our Freezing Chambers. Particulars of our new Combined Fur Storage and Insurance against all and every risk sent Post Free on application.

NOTE.—This Establishment is closed on Saturdays.

Debenham & Freebody.
(DEBENHAMS LIMITED)
Wigmore Street.
(Cavendish Square) London.W.1.

Famous for over a Century for Taste, for Quality, for Value

Torpedoed!

AN OFFICER'S TESTIMONY TO THE SUSTAINING QUALITIES OF

HORLICK'S MALTED MILK TABLETS

HORLICK'S MALTED MILK COMPANY, Slough, Bucks.

SIRS,—I had occasion the other day to prove the sterling qualities which you claim for your Malted Milk Tablets, and I find they are all you make them out to be. I was one of a Boatload of Survivors (there were eleven of us all told) from a ship that was torpedoed by an enemy submarine. We were adrift for 30 hours in an open boat, with nothing but one of your large size Flasks of Malted Milk Tablets to quench our thirst. I am very thankful to be able to say that when we were eventually picked up not one of us was suffering from either hunger or thirst. I shall always in future carry some of these Tablets with me when I go to sea, as I consider them extremely valuable. I have already recommended them to several brother officers.

Yours sincerely, ——— Engr. Sub-Lt. R.N.R.

P.S.—You are at liberty to make whatever use of this letter you may wish.

SEND THEM TO YOUR NAVAL AND MILITARY FRIENDS

See that the name Horlick's appears on every container.

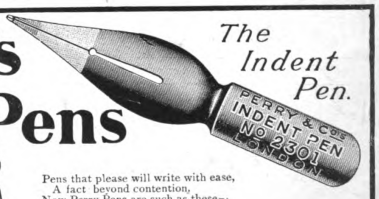
In Glass Pocket Flasks of all Chemists and Stores, and in Ration tins for H.M. Forces, 1/6 each. If on active service our Ration tins should be sent, and we will forward one of these tins post free to any address on receipt of 1/6. Give full name and address, or name of ship, also give your own name and address when sending remittance to

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENGLAND.

SIR JAMES HORLICK, Bart., President.

Perry's TESTED Pens

The Indent Pen.



A Very Nice Point



Pens that please will write with ease,
A fact beyond contention,
Now Perry Pens are such as these—
A thought well worth retention.

Assorted sample boxes containing 24 Perry's "Tested" Pens to be obtained from all Stationers.

If out of Stock, send 9d. to:
PERRY & CO., Ltd., Old Bailey, E.C. 4.



The Ohio State University
3 2435 05255942 4
THE OHIO STATE UNIVERSITY BOOK DEPOSITORY
D AISLE SECT SHLF SIDE POS ITEM C
8 06 31 05 8 22 008 3